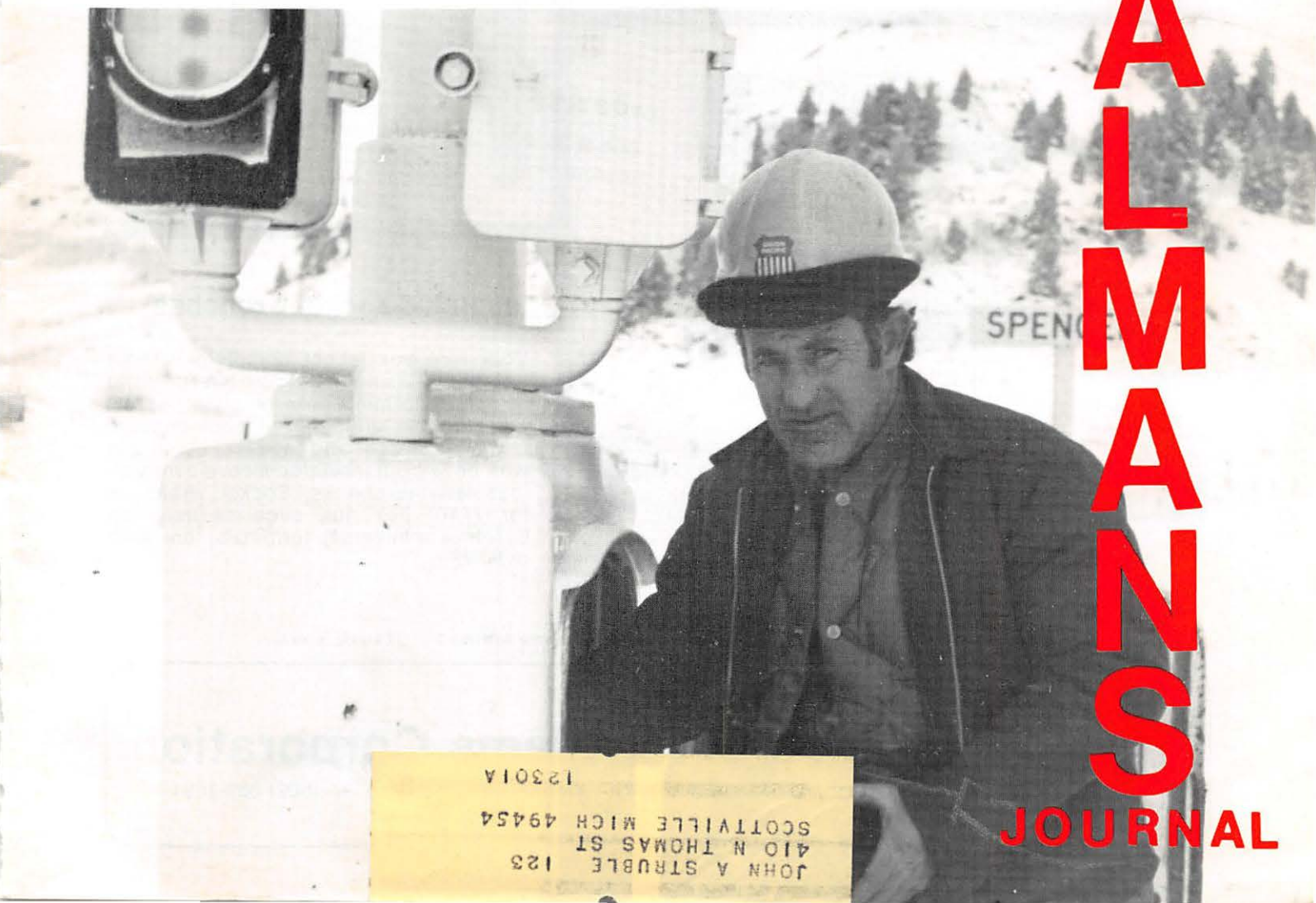
JUNE 1975

THE SIGNALMANS JOURNAL

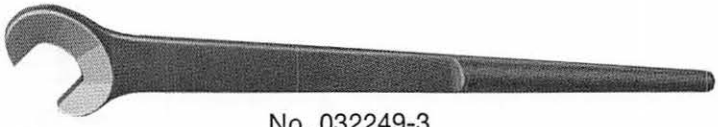
UP signalmen maintain 5,300 miles of signaled line



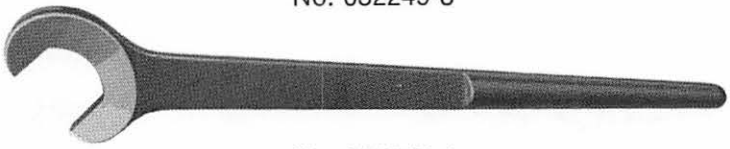
JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
12301A

Safetran maintenance tools

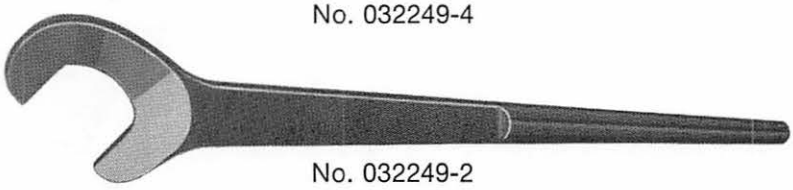
No. 032249-1



No. 032249-3



No. 032249-4



No. 032249-2

switch adjusting wrenches

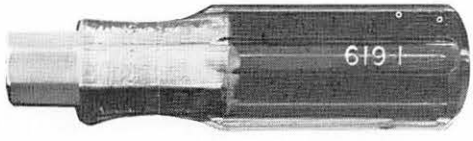
TOUGH . . . made of highest grade forged steel.

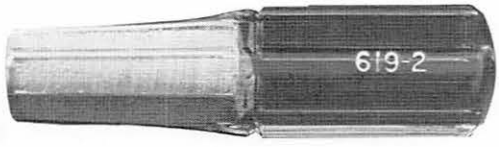
The jaws are strong and attached to the handle at proper angle, to overcome the tendency off the nut. Wrenches are long enough and strong enough to stand a heavy torque without damage. The handle can be used as a pin or to align hole centers.

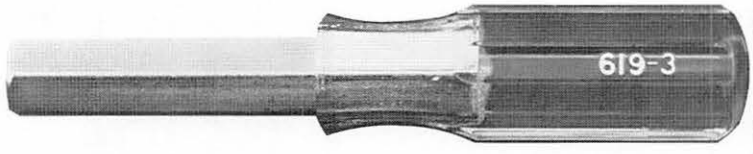
switch obstruction gauges

. . . for new switch installations, routine inspection and maintenance.

Safetran gauges are constructed of blued steel and case hardened. Designed for rail placement so that tests can be made by one man. Available with 4″ or 1¾″ handle. Leather case is furnished with each gauge.







insulated socket wrenches

Your tool box is not complete without Safetran's insulated socket wrenches to fit A.A.R. terminal hex nuts and screw type locking on Safetran padlocks, instrument cases and houses. Available with or without insulated sleeve over various lengths shanks. Socket wrenches for 7/16″ hex nut, such as used on Safetran miniversal terminals, are also available.

For complete details and ordering information see Section 13 in your Safetran Signal Catalog or write:

Safetran Systems Corporation

7721 National Turnpike • Louisville, KY 40214 • (502) 361-1691

The Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Robert W. McKnight, Editor and Manager

601 W. Golf Road, Mount Prospect, IL 60056

Telephone: 312-439-3732

June 1975

Vol. 56 No. 5

Features:

Union Pacific signalmen at work 8

ICG has aid program for problem drinkers 10

Railroad interest is high in Washington 11

Departments:

Chamberlain's Message: Funds are here for crossings 4

News 6

News About Members 18

News From Canada 28

Obituaries 24

People 22

Personal Aids and News:

Retirees to get cost of living raises 16

How to buy mobile homes 17

FELA attorneys listed 29

Signal RS&I: FRA rules on signal systems 26

Signalman's Store: Things to buy from BofRS 25

Signalman's Worksheet: AC track circuits & relays 30

Cover: Union Pacific signal maintainer **George Karwowski** is based at Spencer, ID. Brother Karwowski is a member of American local 111. (UP photo)

Copyright © 1975 Brotherhood of Railroad Signalmen

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 601 W. Golf Road, Mount Prospect, IL 60056 on Form 3579. Subscription rates: $3 per year in U.S. and Canada; $7.50 per year elsewhere. Single copy: 50¢.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 601 W. Golf Road, Mount Prospect, IL 60056 if this magazine is coming incorrectly addressed or if they change their address.

The Signalman's Journal is printed monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, WI 53594 by the Brotherhood of Railroad Signalmen. Second class postage paid at Mount Prospect, IL and at additional mailing offices.

GRAND LODGE DIRECTORY

C. J. CHAMBERLAIN, *President*
601 W. Golf Road
Mount Prospect, IL 60056

R. T. BATES, *Sec'y-Treas.*
601 W. Golf Road
Mount Prospect, IL 60056

A. E. LYON, *Pres. Emeritus*
1117 So. Wilke Road
Arlington Heights, IL 60005

JESSE CLARK, *Pres. Emeritus*
908 So. Park Drive
Terre Haute, IN 47802

Vice Presidents

W. W. ALTUS
220 South State Street
Chicago, IL 60604
312-939-7140

J. T. BASS
Office 201
3121 East Colfax Avenue
Denver, CO 80206
303-355-6336

W. D. BEST
601 W. Golf Road
Mount Prospect, IL 60056

C. S. CHANDLER
4243 Forest Avenue
Paducah, KY 42001
502-442-8732

M. B. FRYE
601 W. Golf Road
Mount Prospect, IL 60056

J. E. PLATT
1396 Ste. Catherine St. W.
Suite 323
Montreal, Que. H3G 1P9
514-861-9959

J. W. WALSH
Railway Labor Bldg., Suite 800
400 First St., N.W.
Washington, DC 20001
202-628-5935

Director of Research

J. E. HANSEN
601 W. Golf Road
Mount Prospect, IL 60056

Grand Lodge Representatives

W. B. HARWELL, JR.
601 W. Golf Road
Mount Prospect, IL 60056

R. R. MITCHELL
1833 Pembina Highway, Apt. 200
Winnipeg, Man. R3T 2G6
204-269-8716

Board of Trustees

W. W. LAUER, *Chairman*
122 W. Franklin Avenue
Monmouth, IL 61462

G. A. HARRINGTON, *Secretary*
P.O. Box 489
Cheraw, SC 29520

JOHN MCCORMICK, *Member*
10369 Belleville Ave.
Montreal, Que. H1H 4Z6

Chamberlain's Message

Federal funds are available for crossing warning systems

A great opportunity is available to the railroads for: (1) improving safety at railroad-highway grade crossings; (2) keeping signal departments busy; (3) recalling any furloughed signalmen; (4) hiring new employes for the signal department and being able to train them; and (5) doing all these things without cost to themselves. What is this golden opportunity? It is the funding provided by the federal government under the Federal Highway Act of 1973.

Some railroads are taking advantage of this safety program in a big way. Seaboard Coast Line, Southern, Southern Pacific and Union Pacific are some of the more active ones. States such as Florida, Georgia, Oregon and California are very active in this area. Some $175 million has been allocated just for making improvements at rail-highway grade crossings, of which installation of warning devices play a key role.

Key contacts for the railroads are the transportation or highway departments of the states, who in turn, ask the Federal Highway Administration for funding for these safety improvements.

Substantial sums are available on request by the states to the federal government. The states must, of course, spell out how and where the money is to be used. Here is where the railroads come into the picture. The railroad must furnish the state with information as to what hazardous crossings should be equipped with warning systems, provide cost and time estimates for these installations and participate in on-site surveys of the specific crossings under consideration for further improvements.

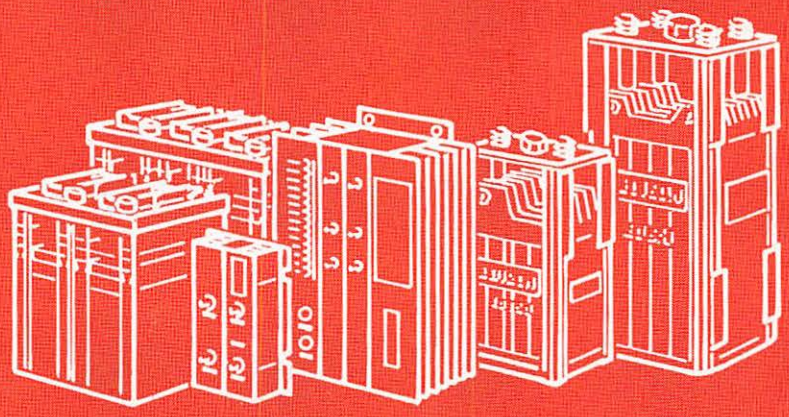
Estimates are that it takes from six to ten months from the time a request is initiated for a crossing improvement until actual work begins on installing the warning devices.

During the current recession, when some railroads are cutting back on their regular signal construction work, it certainly seems appropriate to keep signal construction forces busy installing grade crossing warning systems. There are time limits on the use of these federal funds. They are generally available up to two years after the fiscal year has ended. Application for funds for fiscal years '73 and '74 should be made now.

Because the majority of the states want these crossing warning systems installed within one year, we frequently hear from some railroads that "we don't have the forces to do this work." Our answer is that railroads can recall furloughed signalmen and hire the men needed. A crossing warning system program of this importance and magnitude, not only provides a safer operation, it also can serve as an excellent training program for new signal employes. This will not be a short-term project. The funds will be available for at least another two years. Railroads should also recognize that any additional men hired now for this crossing work will help to make up for those retiring either at age 65 or taking advantage of the early retirement at age 60 with 30 years service. There is a vast shortage of skilled signalmen and our estimates do not take into account the ever present need for installation of more signaling and safety devices resulting from increased traffic which is inevitable when this recession is over.

In summary, federal funds are available for installation of highway-railroad crossing warning devices. Working with the states, the railroads can and should be installing more of these systems. It makes good sense from a business and employment standpoint, but more important it serves a public need in that it improves safety and saves lives.

Completely Manufactured in the United States of America



EDISON

- **NICKEL-CADMIUM STORAGE BATTERIES**
- **CARBONAIRE BATTERIES**
- **AUTOMATIC BATTERY CHARGERS**

have been created by **American** engineering "know-how" (in our opinion, still the best in the world) . . . They are built with **American** materials and backed by a responsible **American** manufacturing company.

The result? Products you can depend on . . . deliveries you can depend on . . . **every time.**

Yes, you **DO** get more when you buy Edison.

McGRAW EDISON COMPANY
Edison Battery Division
P.O. Box 28, Bloomfield, N.J. 07003
Area Code 201 751-3700

News

BofRS and Santa Fe sign new agreement

A new and revised agreement for signal department employes of the Santa Fe provides a differential in rates based on technological changes, and outlines working conditions, duties and responsibilities. Signed on May 16, the revised agreement is to become effective July 1, 1975. The Santa Fe general committee, headed by **R. R. Van Vacter,** general chairman, completed the negotiations with the Santa Fe railway within 18 months.

"The negotiation of this agreement, without the formality of a formal Section 6 Notice under the Railway Labor Act, is proof that collective bargaining works when both parties approach the matter in a responsible manner," said **C. J. Chamberlain,** BofRS president.

A notable improvement is the separation of the signal maintainer classification from that of signalman. Signal maintainer is now a distinct classification and includes among his traditional duties, the maintenance of electronic signal department equipment. The rate of pay was increased by 15.4¢ per hour because of the increased duties and responsibilities.

The signal inspector classification was changed to include inspections and tests of electronic equipment which was added to the inspector's traditional duties, as well as directing signal maintainers in the maintenance, repair and adjusting of signal equipment. The rate of pay was adjusted upward by $49.50 per month to compensate for the additional responsibility.

The new agreement provides for subsequent meal periods when signal employes are working after regular hours and on rest days.

Also, the new agreement allows increased automobile mileage payments for employes using personal automobiles for authorized company business, except those covered by Award of Arbitration Board No. 298.

Beginning Jan. 1, 1977, Santa Fe will pay the cost of meals for signal maintainers when working away from their headquarters point. Also, AT&SF will increase travel pay for signal gang camp car employes.

In addition, the general upgrading of the agreement was accomplished by incorporation of numerous letters of agreements and understandings that have accumulated over a number of years.

RTA plans signaling for Chicago area

The Regional Transportation Authority in the Chicago area has announced plans for improving signaling on two Chicago area commuter railroads. RTA is planning to spend about $11 million for work on the Burlington Northern for dispatching equipment, signaling, and track projects, to maintain high standards of train performance under increased commuter traffic. On the Illinois Central Gulf commuter lines, RTA is also planning an expenditure of $10.9 million for expansion and upgrading of tracks, signals and train dispatching. Additionally, plans call for upgrading and expansion of the electrical propulsion system on ICG's commuter line. This expenditure is estimated to be $6.9 million. Approximately 80% of these funds are to be sought from the federal government.

BofRS to hold regional meeting on August 16

A regional meeting of the Brotherhood of Railroad Signalmen that should be of interest to members in the states of Illinois, Indiana, Kentucky, Michigan and Ohio, will be held Saturday, August 16, 1975 at Linder's on the Point at Anderson, IN.

C. J. Chamberlain, president; R. T. Bates, secretary-treasurer; and other grand lodge officers and staff; as well as representatives from Travelers, Provident Insurance, Railroad Retirement Board, and the Office of Safety of the Federal Railroad Administration, will be present to make brief presentations and answer questions from members. Attorney Edward J. Erpelding of Indianapolis, will be present to inform members about their rights and benefits under the Federal Employers' Liability Act as well as answer questions.

Further details will be published in the next issue of The Signalman's Journal.

BofRS convention to meet in Quebec

The sixth triennial and 40th regular convention of the Brotherhood of Railroad Signalmen will be held August 9 through 13, 1976 at Le Chateau Frontenac, Quebec City, Quebec, Canada. The convention begins on a Monday.

A revised basic agreement was recently signed by Santa Fe and Brotherhood of Railroad Signalmen representatives. Shown (left to right) are: **Howard Spear,** personnel dep't, AT&SF; **Hugh Herrington,** personnel dep't, AT&SF; **B. J. East,** assistant to vice-president personnel, AT&SF; **J. R. Riggs,** chairman, Carrollton Local No. 20, BofRS; **R. R. Van Vacter,** general chairman, BofRS on Santa Fe; **J. R. Jones,** vice-president personnel, AT&SF; **J. T. Bass,** vice-president, BofRS; **J. D. Williams,** senior vice-general chairman, BofRS on Santa Fe; **L. R. Thomas,** general superintendent communications & signals, AT&SF; and **B. J. Hutton,** superintendent signals system, AT&SF. (Santa Fe photo.)

SUPPORT SIGNALMEN'S POLITICAL LEAGUE

make jobs out of garbage... or make garbage out of jobs!

the choice is yours!

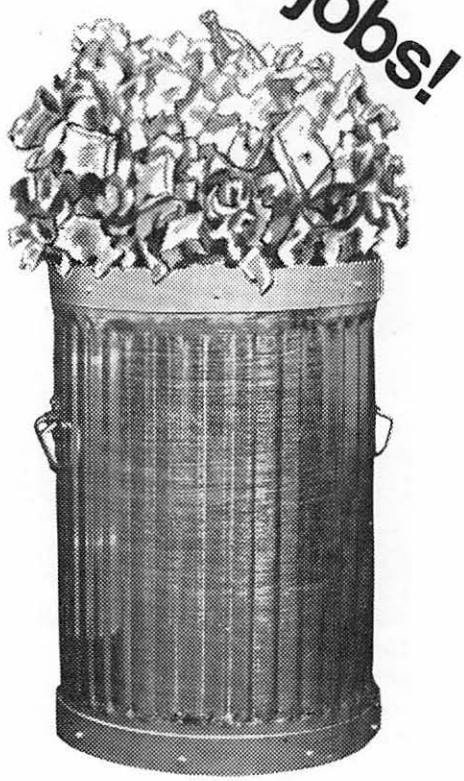
We all want to improve our environment and to conserve natural resources. We have two ways to do it—in one we destroy jobs—in the other we make jobs.

Some legislators are urging restrictive legislation against no-deposit beverage bottles and cans which make up only 6% of daily rubbish . . . and this is being ballyhooed as the so-called answer to our garbage problems. The 94% remaining trash would be ignored with this kind of thinking. Such laws would mean the loss of 57,000 or more jobs. Some of the loss could be made up in a small way by lower paid unskilled bottle receivers and bottle washers . . . but the junking of so many skilled jobs doesn't make sense!

Our approach is to make jobs out of garbage—by recycling all trash picked up every day—metals, glass and paper. We can recover a good part of our precious supply of natural resources now being wasted. The millions of tons of garbage produced by America's cities could create enough energy to help light every home and office in the country.

St. Louis burns 300 tons of trash every day to provide light and power to 25,000 homes. Cans, bottles and other materials are recycled. By 1977 all 8,000 tons of St. Louis trash will be recycled daily. New York, Chicago, Boston, Cleveland, Milwaukee and other cities are planning similar projects.

We're at the point in our national economy when we must create jobs out of our mounting garbage instead of making garbage out of jobs! The choice is yours. Tell your legislators how you feel.

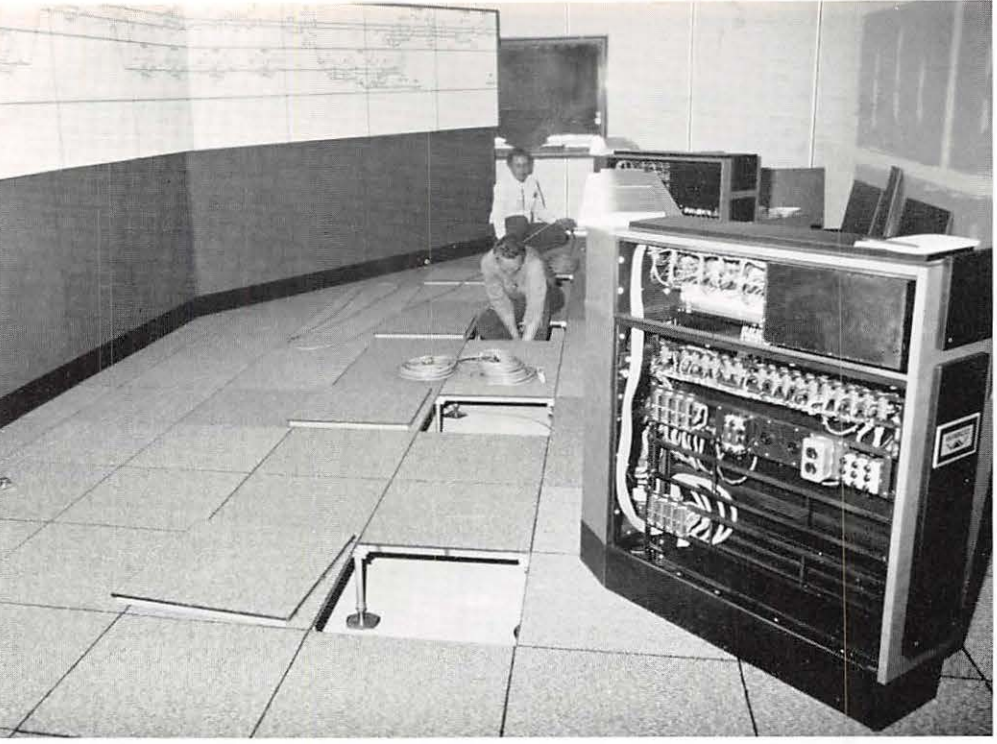


GLASS BOTTLE BLOWERS ASSOCIATION

226 SO. 16TH ST: AFL-CIO PHILADELPHIA, PA.

HARRY A. TULLEY, International President

The Signalman's JOURNAL



UP installs new ctc machine in dispatching center at Cheyenne, WY. **Wes Kincaid,** ctc maintainer and a member of Rock Springs local 8, is shown working in the wire chase while **George Klataske,** assistant engineer signals, directs operations.

Determining cable runs at relay storage racks at Cheyenne are (left to right): **George Klataske,** assistant engineer, **Ed Wetzler,** general ctc maintainer, and **Wes Kincaid,** ctc maintainer. In front is **Bob Corso,** signal engineer, Omaha. Wetzler is also a member of Rock Springs local 8.

UP signalmen have much to maintain

Tom Hill, ctc maintainer at Cheyenne, checks out hotbox detector scanner readout. Brother Hill is a member of Rock Springs local 8.

Union Pacific signalmen at work is the theme of this article, material coming from the railroad's monthly magazine "Union Pacific Info" as well as the photographs.

Although crossing warning systems readily come to mind when one thinks of the railroad's signal department, UP's signal forces are responsible for engineering, installation and maintenance of all signal systems—automatic block, centralized traffic control and interlockings—retarder yard controls, switch heaters, hotbox detectors and all detector equipment concerning safety.

"The three primary functions of the signal department are to maximize safety of train operations, expedite train movements and reduce operating costs," says Emil Krause, general signal engineer.

UP's signal department spends approximately 40% of its engineering time on highway-railroad grade crossing warning systems. UP has protected some 1,350 grade crossings with automatic warning systems consisting of flashing-light signals with or without automatic gates. UP maintains these crossing signals at its own expense although some states provide 25% to 50% of the maintenance costs.

In addition to conventional controls for automatic crossing warning systems, UP uses motion detectors in switching areas. Also, whistle detectors are used when a train is stopped at a crossing. The train's engineer blows its whistle and the crossing signal is reactivated before the train starts toward the crossing.

Of the 5,300 miles of signaled mainline track, 2,200 miles are equipped with centralized traffic control. CTC locations have been consolidated at Salt Lake City, Albina, Pocatello, North Platte, Cheyenne and Kansas City. UP uses a flashing-yellow fourth aspect that tells the engineer he may proceed at 40 mph. In addition to ctc and automatic block signaling, UP has over 2,100 miles of mainline track equipped with cab signals. Also

Assistant signal gang foreman **Steve Fenwick** (left) and signalman **Mike Fox** work on base for intermediate colorlight signal near Layton, UT. Brothers Fenwick and Fox are members of American local 111.

Joe Baldini, assistant signal gang foreman, digs a trench under the track for an intermediate colorlight signal near Layton, UT. Brother Baldini is also a member of American local No. 111.

Ray Lowry, signal maintainer at Omaha, and a member of Rock Springs local 8, checks the voltage on one of the strobe lights (top unit).

under signal department jurisdiction are 75 interlocking plants. Safety detectors installed and maintained by signal department forces include: rock, mud and snow slide fences; high water units; snow detectors that alert dispatchers so they can turn on switch heaters in ctc territory; high and wide load; and hotbox scanners.

Signal department headquarters is at Omaha, NE and has a staff of 22 design people, draftsmen, estimators, engineers, clerks and a stenographer.

For repair and rebuilding of signal equipment, UP maintains a signal shop at Pocatello, ID.

To keep UP's signal department operating at top efficiency, it requires experienced, qualified and trained personnel. To meet this need, especially for signal maintenance personnel, UP has signal training schools in operation at Cheyenne, WY, Salt Lake City, UT and Pocatello.

Strobe lights alert motorists at crossings

A new high intensity light source is being used by Union Pacific at selected rail-highway grade crossings to provide additional warning for motorists that trains are approaching. The new lights use sealed beam strobe units mounted in standard size crossing signal backgrounds to attract the attention of motorists more quickly. The strobe units produce a much brighter light and flash more frequently than standard crossing signal lights. Installations have been made in Colorado, Idaho, Kansas, Missouri, Nebraska, Nevada, Oregon, Utah, Washington and Wyoming.

Kit "KC" Vineyard, general ctc maintainer at Salt Lake City, takes a voltage reading using a multimeter at SLC ctc dispatching center. Brother Vineyard is a member of Eureka local 19.

George Karwowski, signal maintainer at Spencer, ID makes use of a snowmobile, track motor car and 4-wheel drive truck to cover his territory in northeastern Idaho. A member of American local 111, Brother Karwowski maintains 32 crossing signals plus rock slide indicators and 14 miles of block signal territory.

Personal Aids and News

From Sec.-Treas. R. T. Bates: COLA raises coming

Railroad retirement annuitants will begin receiving increased benefits effective from June 1 which will first appear in their July 1 checks. The increase is the result of a cost-of-living adjustment also given to social security beneficiaries.

The following questions and answers explain the basis for this increase and how it is being paid.

(1) How is this increase for railroad retirement annuitants calculated?

The Railroad Retirement Act of 1974 restructured annuity formulas into two tiers. The first tier is an amount computed under the social security benefit formula using the employee's combined railroad retirement and social security credits. Therefore, the tier one amount goes up automatically when a cost-of-living increase is triggered for both railroad retirement and social security benefits. The June 1 cost-of-living adjustment provides for an 8% increase in the tier one amounts of railroad retirement annuities.

But, tier two amounts payable to retired employees and spouses are not increased by this cost-of-living increase. Consequently, the increase will not be 8% of their total annuity.

(2) How about annuitants receiving both railroad retirement and social security benefits. Do they receive two increases?

No, since credit for social security covered earnings is given in the tier one amount of railroad retirement annuities, the railroad retirement increase is reduced by the increase in the annuitant's social security benefits. In effect, the 8% is applied to the larger of the two benefits.

(3) When will a cost-of-living increase become effective for the second tier of railroad retirement annuities?

There is a separate schedule of cost-of-living increases in tier two amounts payable to retired employees and their wives. For retired employees and their wives, tier two cost-of-living increases, based on 32½% of increases in the Consumer Price Index, will become effective in June 1977, 1978, 1979 and 1980.

(4) I will be retiring in a few months. Will the current cost-of-living increase raise the amount of the annuity that will be awarded to me when I retire?

Yes. The cost-of-living increase will raise the tier one portion of your annuity by 8%.

Also, for employees vested under law for dual railroad retirement-social security benefits earned prior to 1975, an additional increase becomes payable in the dual benefit windfall component of their annuities. This dual benefit windfall amount compensates vested individuals for the reduction made in their annuities for their social security benefits, under the new railroad retirement laws.

(5) Will widows and other survivor annuitants also receive this increase?

Most survivor annuitants not receiving social security benefits will get a full 8% increase in their annuities, because, under the 1974 Act, survivor annuities are 130% of the amount that would have been payable under the Social Security Act based on the deceased employee's combined earnings under both systems.

The 8% cost-of-living increase is in addition to the raise given to most survivor annuitants earlier this year, when the formula was changed to yield 130%, rather than 110%, of the amount Social Security would pay.

(6) Will widows who receive social security benefits also get the same increase in their railroad annuities?

Such widows will receive an 8% increase in their railroad retirement annuities, but that increase will be reduced by the amount of the increase in their social security benefit. Also, the 8% increase does not apply to any windfall portion of a widow's annuity which is frozen.

(7) When can an annuitant expect to receive this increase?

Most annuitants will receive the increase in the check they receive on July 1; this check represents their annuity payment for the month of June.

Most of the increases for annuitants who also receive social security benefits will be in their Sep-

---

For United States residents only:

Moving? Let us know!

Please send your new address to:
The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

Assistant signal gang foreman **Steve Fenwick** (left) and signalman **Mike Fox** work on base for intermediate colorlight signal near Layton, UT. Brothers Fenwick and Fox are members of American local 111.

Joe Baldini, assistant signal gang foreman, digs a trench under the track for an intermediate colorlight signal near Layton, UT. Brother Baldini is also a member of American local No. 111.

Ray Lowry, signal maintainer at Omaha, and a member of Rock Springs local 8, checks the voltage on one of the strobe lights (top unit).

under signal department jurisdiction are 75 interlocking plants. Safety detectors installed and maintained by signal department forces include: rock, mud and snow slide fences; high water units; snow detectors that alert dispatchers so they can turn on switch heaters in ctc territory; high and wide load; and hotbox scanners.

Signal department headquarters is at Omaha, NE and has a staff of 22 design people, draftsmen, estimators, engineers, clerks and a stenographer.

For repair and rebuilding of signal equipment, UP maintains a signal shop at Pocatello, ID.

To keep UP's signal department operating at top efficiency, it requires experienced, qualified and trained personnel. To meet this need, especially for signal maintenance personnel, UP has signal training schools in operation at Cheyenne, WY, Salt Lake City, UT and Pocatello.

Strobe lights alert motorists at crossings

A new high intensity light source is being used by Union Pacific at selected rail-highway grade crossings to provide additional warning for motorists that trains are approaching. The new lights use sealed beam strobe units mounted in standard size crossing signal backgrounds to attract the attention of motorists more quickly. The strobe units produce a much brighter light and flash more frequently than standard crossing signal lights. Installations have been made in Colorado, Idaho, Kansas, Missouri, Nebraska, Nevada, Oregon, Utah, Washington and Wyoming.

Kit "KC" Vineyard, general ctc maintainer at Salt Lake City, takes a voltage reading using a multimeter at SLC ctc dispatching center. Brother Vineyard is a member of Eureka local 19.

George Karwowski, signal maintainer at Spencer, ID makes use of a snowmobile, track motor car and 4-wheel drive truck to cover his territory in northeastern Idaho. A member of American local 111, Brother Karwowski maintains 32 crossing signals plus rock slide indicators and 14 miles of block signal territory.

ICG has aid program for problem drinkers

Three key participants in the recent Employee Assistance Program conference were (left to right): **C. J. Chamberlain,** president, Brotherhood of Railroad Signalmen; **A. S. Boyd,** president, Illinois Central Gulf; and **D. W. Collins,** assistant general secretary and treasurer, United Transportation Union. (Illinois Central Gulf photo.)

In summing up the events of the conference on employee assistance programs, Alan S. Boyd, president and chief executive officer, Illinois Central Gulf, described how such programs are working on his railroad. (For C. J. Chamberlain's comments on this conference on "Detection - Prevention - Rehabilitation of the Problem Drinking Employee" see May issue, *The Signalman's Journal,* pages 4-6.)

"At ICG we were shocked into action by an incident in which an engine crew had been drinking heavily before their run and later fell deeply asleep even as their train sped toward the rear of a standing train. Three men were killed, another was injured and $2½ million in damage resulted from this accident. And think of this: The train those men were operating derailed 67 cars of coal—suppose these cars had been carrying hazardous materials? Thus it was—grief-stricken, distressed by the consequences of on-the-job drinking, alarmed by the prospects, and aware of other roads' handling of alcoholism—ICG resolved to take positive action.

"The problems ICG faced included the usual suspicion of a company's integrity in admittedly interfering in peoples' lives, as well as the old problem of a supervisor or fellow employee covering up for someone with an alcohol problem or other serious difficulty. Frankly, we protected our people from themselves. Further, ICG's situation was compounded by the nature of railroad operations, where many people work alone much of the time and are only generally supervised," Boyd said.

"Finally, we faced and solved three important considerations:

"—our hospital association benefit policy was changed to define alcoholism as an *illness*;

"—we decided to go *to* the employee rather than waiting for something to happen; and,

"—we resolved to involve deeply our labor organizations from the outset.

"After more than a year of careful study and planning, ICG launched a broad-ranging employee assistance program with a professional director, Joseph J. De Rosa, and a staff of trained counselors. Ours is a program of guided self-help. We try to involve the family and any local agencies which can be effective. In the case of alcoholics, costs are held down by weighing in-patient hospitalization against the advantages of out-patient treatment centers. Our supervisors are not diagnosticians nor do they attempt to treat major problems . . . but they do know how to get professional help for the employee. Our program is available to, and is being used by, family members of ICG employees.

"A major factor in the success of our employee assistance program is that from the beginning we have had total union involvement. We are fortunate to have a joint labor-management committee comprised of four general chairmen and four of the railroad's officers who are most directly concerned with employee assistance and safety. The general chairmen members—from the signalmen (B. J. Woodruff), clerks, electricians and the UTU—were chosen for ICG's committee by the general chairmen's association. One of them is chairman of the joint committee," Boyd said.

"The committee had to wrestle with the problem of confidentiality. At one point, the wording was so tight—the expression of confidentiality so ironclad—that no one would be able to help the employee because no one (absolutely no one) would know his or her identity! But ours is a confidential program—it has integrity—and it works.

"Another thing we've discovered is the greater courage displayed in the ranks of labor than that shown by managers in encouraging employees and officers to get help.

"We do not label ours an alcoholism program because our people work with a variety of situations—drugs, marital problems, emotional problems, as well as with alcoholism. The problems a person brings to the job affect the performance of that worker—or a railroad—and I must add here that our people regard the Employee Assistance Program as a significant factor in ICG's accident prevention and safety promotion efforts.

"When we promote employee assistance we should not talk in terms of dollars or procedures. Those things will work out in due course. Our clear cut need is to combine resources, talents and affection for our fellow human beings in helping make this a better world in which to work . . . and live," Boyd said.

Rail interest high in Washington

With the July 26 deadline approaching for submission of the final system plan for restructuring the bankrupt railroads in the Northeast and Midwest, many views are now surfacing. They include: (1) United States Railway Association selecting the Three Carrier System that includes Conrail; (2) an offer by Chessie System to purchase some 2,000 miles of bankrupt rail lines; (3) Railway Labor Executives' Association view on Conrail as presented in testimony by C. J. Chamberlain, RLEA chairman, and BofRS president before a Congressional committee; and (4) comments by the Rail Services Planning Office of the Interstate Commerce Commission.

USRA selects Conrail. USRA directors have chosen to go for the Three Carrier System consisting of Conrail, and extensions of present Chessie System and Norfolk & Western operations. Also, USRA board directed its staff to develop an alternative plan for combining all the bankrupt railroads into a single Conrail system in case the Three Carrier System fails.

Under the Three Carrier System, Conrail would consist of the present Penn Central and the Reading (less Philadelphia and Allentown markets), Lehigh Valley from Newark, NJ to Waverly, NY; Central Railroad of New Jersey; Pennsylvania - Reading Seashore Lines; Lehigh & Hudson River; and the Ann Arbor.

Norfolk & Western operation of the present Erie Lackawanna from Buffalo, NY into Newark, NJ via Binghamton, NY.

Chessie System would extend via Reading into Harrisburg, Philadelphia and Allentown, PA. Chessie would handle present Reading traffic in Philadelphia. As the present Reading route from Harrisburg to Allentown would be a Conrail route, Chessie would have trackage rights over it.

Delaware & Hudson would acquire trackage rights from Wilkes-Barre to Allentown. Boston & Maine, Maine Central, Bangor & Aroostook, Detroit, Toledo & Ironton, Pittsburgh & Lake Erie, and Grand Trunk Western would retain their present independent status.

Although USRA suggests that N&W purchase part of the EL, N&W president John Fishwick has indicated that N&W is interested only if there is sufficient business on any of the acquired lines to be profitable.

Chessie System, on the other hand, has indicated an interest in acquiring nearly 2,000 miles of line now owned by some of the bankrupt lines in the Northeast. Included in this mileage is 1,200 miles of EL line from central Ohio to Newark, NJ, 250 miles of the Reading between Reading, PA and Wilmington, DE and several short segments of PC.

Hays T. Watkins, chairman and chief executive officer, Chessie System, in testifying before the House Subcommittee on Transportation and Commerce said: "Specifically, Chessie will acquire the Reading lines from Lurgan to Harrisburg, Reading, Allentown-Bethlehem, PA and Chessie will operate via trackage rights on the Reading between Reading and Philadelphia. Chessie will purchase the line between Reading and Wilmington, DE.

"As to the Erie Lackawanna, Chessie will consider purchasing a substantial portion of the properties of that carrier from a point in central Ohio to the Newark-New York metropolitan area."

Watkins did put three conditions on such acquisitions: (1) Agreement between Chessie and USRA on a purchase price which reflects adequate traffic volumes to produce a reasonable rate of return on the investment; (2) sale of the B&O line between Washington and Philadelphia, at a mutually satisfactory price, to either Conrail, Amtrak or some other federal agency, thus enabling USRA to establish a freight route physically separated from the high-speed passenger operations on the Northeast Passenger Corridor; and (3) amendment of Section 303 of the Regional Rail Reorganization Act so as to eliminate any possibility that a deficiency judgment might be rendered by the Special Court against Chessie after Chessie had irrevocably agreed to pay the price set forth in the Final System Plan as approved by Congress.

A wise investment. In testifying before the House Subcommittee on Commerce and Transportation on May 21, **C. J. Chamberlain,** chairman RLEA and president BofRS said: "There can be no effective or efficient rail transportation network in the Northeastern or Midwestern US without large federal guarantees or direct expenditures for the rehabilitation of the rail plant in those areas. No attempt to

Midwestern rail aid bill now in Congress

A bill to authorize the Secretary of Transportation to guarantee loans of $100 million to railroads in the midwestern U.S. has been introduced into the House and the Senate. Senator Vance Hartke (Dem. of IN) introduced S. 1680 and an identical bill H.R. 6640 was introduced by Representative Harley O. Staggers, (Dem. of WV).

Basically, these bills would provide financial assistance in the form of loan guarantees to those railroads who need help

"(a) to continue their operations without interruption;

"(b) to acquire, construct and maintain facilities and equipment necessary to continue safe and efficient operations; and

"(c) to prevent the precipitous piecemeal division of such railroads among other railroads in the same region."

This bill is sponsored by the Railway Labor Executives' Association (see pages 13 and 14, May issue TSJ).

Under terms of the bill, railroads, such as the Rock Island which are subject to the Bankruptcy Act, would be eligible for aid. Also, the bill would provide for "normal and usual payroll expenditures" as well as "expenditures for labor, materials and other costs incurred in maintaining, repairing or renewing equipment, road, or property used in transportation service."

Signalmen are urged to write their Congressmen asking for passage of S. 1680 and HR 6640. House Office Building address is Washington, DC 20515, and the Senate Office Building address is Washington, DC 20510.

avoid that financial responsibility by means of 'controlled liquidation' or the establishment of secondary corporations such as 'Confac' will alter that fact. It simply must be recognized, accepted, and all actions taken in that light. Our national investment in the rail system of this country in terms of energy conservation, environmental benefit, or efficiency of transport is a wise, and necessary long-term investment for this nation.

"Unfortunately, the only way railroad transportation in the Northeast and Midwest can survive is by large injections of Federal monies. We are convinced that the amounts of Federal monies authorized must be sufficient to do an effective job. It will do no good to authorize the expenditure of $2 billion if $4 or $5 billion is needed. The $2 billion will just be wasted by attempts at a partial rehabilitation of a part of the system; much like applying bandaids to a cancer. In little or no time that partial rehabilitation will fall into disrepair along with the rest of the debilitated railroad system," Chamberlain said.

"If Conrail is to survive its birth, it must be given a fair start in life. It must be guaranteed enough adequately maintained lines to efficiently and effectively serve the public. Only the Federal government can make that guarantee. As is readily apparent from the various theories which have been advanced to this Committee during the course of this hearing, any attempt to limit the Federal government's participation in the funding necessary to rehabilitate the Northeast rail system will result in less service, fewer lines of railroad, a more uncertain future for rail transportation, and the extension of other rail carriers into the Northeast with the monopolistic possibilities attendant upon such extensions.

"The amounts of money which the Federal government would be required to guarantee could not approach the amounts which it has already invested in the development of the competitors of the railroads. Indeed, by today's standards, the amounts do not seem at all exhorbitant. Federal assistance of only $2.9 billion over a ten-year period amounts virtually to nothing when compared with this Government's expenditures upon other forms of transportion. Nor could twice that amount be considered extravagant if it would produce an effective railroad system capable of earning a $215 mil-

Crotty testifies for railroad rebuilding bills

"Rail management and rail labor are united in support of legislation which would put unemployed persons back to work in the essential task of improving the nation's rail lines," said Harold C. Crotty, member Railway Labor Executives' Association and president, Brotherhood of Maintenance of Way Employes, in testifying before the Senate committees on Commerce and Labor & Public Welfare.

Several Senate bills and a House bill are under discussion that would provide funds for hiring unemployed persons to work on the roadway to upgrade the track structure of the railroads. The decline in railway employment has been matched by an increase in derailments, accidents, property damage, injuries and deaths due to defects in track and roadbed. FRA officials have testified that track failures are the number one cause of railroad accidents in the U.S., accounting for 38% of such accidents in 1973 and 41% of such accidents in 1974.

"Clearly, the present condition of the track and roadbeds of much of our rail system in this country is a menace to the safety of human life and property which worsen with each passing year.

"Enactment of legislation which would reduce the effects of the recession by increasing employment in the railroad industry would also greatly increase the safety of the operations of that industry. . . . The result of the deterioration in the rail lines of this nation has been to unbalance our transportation system in terms of increasing use of and dependance upon less efficient motor carriers and more expensive highways," Crotty said.

Legislation to this end should encompass certain essential principles. Key among them are:

—Grants to railroads under the program shall cover wages, fringe benefits and other payroll costs of persons employed, and low interest loans shall be made available to railroads for material, machinery and supplies as needed.

—Persons employed by railroads under this program and with the aid of such grants shall be railroad employees, who will be paid at rates of pay and with such fringe benefits as are provided for such work under existing collective bargaining agreements applicable to such work. Such employees shall be subject to the same managerial control of the railroad as are other railroad employes and shall be covered by the collective bargaining agreements applicable to such employes, on the railroad by which they are employed.

—Railroads participating in the program shall observe the following priorities in hiring unemployed persons:

(a) Furloughed railroad maintenance-of-way employes and other furloughed employes who performed work on railroad line and right-of-way prior to being furloughed.

(b) Furloughed railroad employes, other than those referred to in (a) above.

(c) Other unemployed persons.

In stating that the Secretary of Transportation will establish regulations for administering this program, two additional guidelines are suggested:

(a) Work to be performed under such program shall be in addition to work that would have been performed on a railroad in the absence of such grants or funds.

(b) The Secretary of Transportation, in considering applications for grants, may take into account the following considerations (among others): the desirability of making grants in connection with track or roadway that is used in rail or urban commuter passenger service; the desirability of apportioning funds for the performance of work on grade-crossing projects of railroads; the need for making such grants for work to be performed on track that is subject to temporary slow orders; and the need for such funds to be used on track on which railroad service has been interrupted by the existence of emergency conditions.

lion net income after 10 years," Chamberlain said.

"Let me first address myself to the so-called 'controlled transfer' or 'controlled liquidation' method apparently being espoused by certain officials of our Government. 'Controlled liquidation,' as we understand it, would have Penn Central or 'Conrail,' as the case might be, follow a policy of 'sell off the best and abandon the rest.' Such a policy certainly does not serve the public interest. It would increase the economic power of certain successful railroads and result in the unnecessary loss of thousands of miles of rail lines at the expense of the public. Such a philosophy, if carried out, would leave 12 to 15 thousand miles of losing lines to be abandoned or forever subsidized by the Federal government.

"In addition, the 'controlled liquidation' philosophy of railroading in the Northeast would guarantee eventual nationalization simply because this country could not permit the massive abandonments of lines of railroad which effectuation of that philosophy would compel. 'Controlled Transfer/Liquidation' would require us to discard the Regional Rail Reorganization Act and Conrail; and, it would undoubtedly result in shippers on bankrupt lines being discriminated against in favor of shippers on the lines of the railroads to which the bankrupts' profitable lines have been transferred. In any event, 'controlled liquidation' could not work since the profitable railroads who would be expected to purchase the lines of Penn Central or Conrail could not afford to rehabilitate those lines.

"The second plan which appears to be the object of more and more attention is the creation of a so-called 'Consolidated Facilities Corporation' or 'ConFac' which would purchase the rights-of-way of the bankrupt railroads, be responsible for the rehabilitation and maintenance of those rights-of-way, and lease their use to Conrail or other railroads.

"If ConFac is decided upon, it seems to us that it should be enacted in conjunction with Conrail and the enacting legislation should be very carefully drafted so as to insure that ConFac would be subject to safety legislation and safety regulations; that it could not divert traditional work away from the railroads; that the employees affected by enactment of the legislation would not lose their rights or benefits under the law; and, care should be taken to provide that for the present at least, it could not permit trackage rights to railroads beyond their present limits: e.g., it could not grant trackage rights to the Union Pacific to operate into New York City," Chamberlain said.

More FRA inspectors needed says BofRS

"The Brotherhood of Railroad Signalmen supports a substantial increase in the number of inspection personnel employed by the Federal Railroad Administration. We submit that the continuing increase in rail accidents and the deterioration of the railroad physical plant are directly related and that an undermanned inspection staff only serves to perpetuate the condition." This is from a prepared statement of C. J. Chamberlain, president Brotherhood of Railroad Signalmen, and chairman Railway Labor Executives' Association, presented at a hearing of the Senate Commerce Committee's Subcommittee on Surface Transportation. The subcommittee held hearings on funding FRA for fiscal year 1976 (Senate Bill 1462).

"During calendar year 1974, our organization [BofRS] reported more violations of carrier non-compliance with Rules, Standards & Instructions to the Office of Safety, FRA, than ever before in our history. A brief review of our files on these matters reveals the fact that in many cases, there was a considerable time lapse between the reported violation and corrective action initiated by the carrier. In some cases, the carriers were permitted to promise that corrective measures would be taken. For the most part, these instances have not been re-investigated to determine if they became a reality. Some we know are not.

"Policing of the Rail Safety Improvement Act of 1974 and RS&I Rules should be the full time responsibility of the FRA inspectors and not one of the side assignments passed off to signal maintainers or their union representatives. However, due to insufficient number of Signal and Train Control Inspectors in the field, it has become a near impossible task and has begun to snowball to an alarming extent." The current signal inspection force of some 29 people is saddled with the responsibility of policing over 53,000 of automatic block signals, over 3,000 interlocking plants and over 3,000 miles of automatic train control or cab signal territory. In addition, over 48,000 miles of traffic control systems which have over 11,000 control points require inspection.

"In our judgment," said Chamberlain's statement, "the canons of logic should develop the reasoning that the violations reported to the FRA are only a drop in the bucket to those that are unreported or unknown to exist. Each incident that continues to remain unknown, and thereby uncorrected, is a potential accident, which because of its nature and function, could be of catastrophic consequence.

"We sincerely urge that the Subcommittee on Transportation and Aeronautics give due consideration to the authorization of sufficient funds to increase the number of field inspectors. There is a positive need for stronger enforcement of safety regulations and procedures in the railroad industry and they should be intensified. In our judgment, any significant improvement cannot come to pass with the present numbers of inspectors now policing the industry," Chamberlain's statement concluded.

Testimony in support of S. 1462 was also presented by J. R. Synder, national legislative director, United Transportation Union, who appeared on behalf of the RLEA. In addition to citing the need for more inspectors, Snyder said that RLEA endorses three features of S.1462:

(1) Authorization restricting the sums for research and development to an amount no greater than funds authorized for railroad enforcement;

(2) Authorization for an increase in the number of equipment and track inspectors to 500 persons; and

(3) Authorizing $3.5 million federal matching funds for states to assist in enforcement of the safety laws and regulations.

There are still many hurdles to surmount in the proposed restructuring of the bankrupt Northeast and Midwest railroad lines before an effective, viable new system, or group of systems, emerges from the present labyrinth.

That became clear from an exhaustive evaluation issued by the Interstate Commerce Commission's Rail Services Planning Office (RSPO) and from testimony elicited at current congressional hearings on the "Preliminary System Plan" recently issued by the United States Railway Association (USRA).

The RSPO evaluation, contained in a bulky volume of 543 pages, was based in large part on testimony given at numerous public hearings held by that agency on the Plan. The testimony came from rail unions, communities, states, shippers, public officials, transportation experts and numerous others.

On many grounds the RSPO found fault with the USRA Plan. Of particular interest to rail workers was the RSPO's finding that the USRA had largely ignored the interest of railroad employes and the importance of the contribution they can make to the success of the final system plan still to be developed. Under the Regional Rail Reorganization Act, the USRA is required to give consideration to the RSPO evaluation.

In a section on "Personnel Planning and Policies," **the RSPO cited the fact that over 100,000 employes are involved in the bankrupt roads slated to make up Conrail** (Consolidated Railroad Corporation), which will be the ultimate operating corporation. Most of them are employed on the Penn Central.

These jobs, the RSPO said, "illuminate starkly and coldly the crucial importance of the personnel element, which overshadows all others in its potential for affecting the success or failure of the Plan."

"The needs, aspirations and community importance of the more than 100,000 human beings who will be Conrail's employes are not susceptible to portrayal in precise financial or statistical terms," the RSPO declared. "These are men and women: individuals, not nameless, faceless numbers . . . and valued members of their communities.

"Individually not collectively, they—not the locomotives, cars and tracks to which so much of the Plan is addressed—will be Conrail. They can make or break it. The RSPO thinks they would like to know, as nearly as possible, what the future holds for them. What, where and when will be their jobs? . . . The Plan is largely silent on these matters."

The RSPO went on to stress the importance of Conrail selecting as representatives for labor-management negotiations a person who, among other things, "enjoys the confidence of the employes." Also, it warned against having the management of Conrail or of other railroads "take fixed positions at the outset of negotiations with representatives of the employes." The effects of such fixed positions upon the processes of collective bargaining "could be unfortunate," the RSPO declared.

Further, it cautioned that "undue emphasis on minimizing expenditure for employe protection could have an adverse effect on Conrail's employe productivity" and conflict with the Regional Rail Reorganization Act's goal of "minimizing job losses."

Through a proper approach of the unions, the RSPO predicted that "improvements in productivity" of employes can be obtained. The $250 million employe protective fund voted by Congress as part of the Regional Rail Reorganization Act can be of great help in securing such improvements, the RSPO said. In fact, this fund, when related "to the total costs of rehabilitating and revitalizing the region's railroads" could be "one of the best investments the public has made."

Further, the RSPO pointed out that "the employes cannot be held responsible for the financial and physical collapse of some railroads in the region." They had "no voice in the managements under which these events took place."

"For years," the agency continued, "they have had to cope with steadily deteriorating properties

Rail safety handling may be moved to Labor

U. S. Senators Harrison A. Williams, Jr. (D-NJ) and Jacob K. Javits (R-NY) have introduced legislation to give jurisdiction over rail safety to the Department of Labor.

"Railroad accidents have increased nearly 50% since the Department of Transportation assumed responsibility for rail safety in 1967. Last year, 140 employes were killed and more than 15,000 were injured in 10,400 rail accidents.

"The greatest hazards derive from the dangerously deteriorated condition of rail trackbeds, terminals, stations, maintenance shops, and rolling stock.

"Since 1970, the Department has had comprehensive authority to regulate rail safety, but it has adopted no safety rules affecting maintenance shops, offices, or stations, where more than half of the workforce is employed. Although the Department hired additional inspectors last year, there was a sharp decline in the number of inspections of passenger cars, freight cars and locomotives," Williams and Javits said.

"The problem has been further irritated by the failure of the Departments of Labor and Transportation to establish clear jurisdictional lines of responsibility over rail safety. Under existing law the Department of Labor can exert authority where the Department of Transportation has not. Yet when the Department of Labor stepped in, the Transportation Department proposed rules and regulations governing the same employe functions. The question of proper jurisdiction is now in the courts. This bureaucratic wrangling has benefitted no one and leaves the railroad worker without adequate protection. This transfer to the Department of Labor will place greater emphasis on the safety and health of rail workers.

"The Department of Transportation has had time to act. The need for an intensive effort in rail safety demands a change."

Under the Williams-Javits bill, the Secretary of Labor would exercise essentially the same authority for promulgation and enforcement of standards for railroad working conditions as he does in other industries. He would also be given the authority to issue orders to eliminate emergency hazards to railway employes.

The bill establishes a Federal Railroad Safety and Health Administration in the Department of Labor, to be staffed by the personnel now administering the safety programs of the Federal Railroad Administration of DOT. FRA would be abolished.

and equipment, trying to run trains over unsafe tracks which could not support them, and being identified with companies and services held in increasing derision."

The RSPO then voiced confidence that "the prospect of rehabilitated properties, a management with leadership qualities which can command respect, a chance to regain pride of performance and the employe protections of the Act will find the employes and their representatives prepared to cooperate fairly and freely in collective bargaining."

Among other points, the RSPO deplored the silence of the USRA in its preliminary system plan on "the skills required for the effective performance of many railroad jobs and on the importance of morale."

Skills required of rail employes, the RSPO said, have increased rather than diminished through the years, "with the drastic reduction in railroad employes' numbers and the resulting intensity of their work."

The RSPO said the USRA, in composing its final system plan for the reorganizing of the bankrupt railroads, "could make important contributions both to public understanding of the personnel problems and to the morale of Conrail's employes by devoting some space to the unique skills required of people in the various ranks of railroad employment." There should be provision also for training, retraining and recruitment so as to insure an adequate supply of skilled employes as present workers retire or die.

Summing up, the RSPO declared that "the treatment of employes in the final system plan will be perhaps the most vital factor in its success or failure." Also, it said Conrail should be provided as soon as possible "with competent and respected management able to begin meaningful discussions with representatives of Conrail's prospective employes."

Outside of the labor picture, the RSPO listed many other deficiencies in the USRA plan—among them gross defects in its computerized approach to elimination of 6,200 miles of "light density" lines, many of which may be vitally needed in the final system.

To meet this problem, the RSPO proposed that the entire 21,000-miles of the bankrupt lines be kept in service for at least two more years by Conrail, which should be reimbursed by the government for losses in that period.

During the two years, the RSPO suggested, accurate data should be assembled on the light density lines, and any of them marked thereafter for non-inclusion in Conrail should then be subject to the two-year 70% federal subsidy program now provided in the act, with states or communities assuming the other 30% of the losses on such non-included lines as are held needed by the areas served.

The RSPO also recommended a $12 billion federal program to rehabilitate and modernize deteriorated railroad properties throughout the nation over the next five years.

To finance this program the RSPO proposed a tax of 2 cents a gallon on fuel and 0.14 cents a kilowatt hour on electricity, to be levied on autos, trucks, water carriers and railroads.

"If the neglect and under-maintenance of many years can be corrected," the ICC unit added, "there is no reason why an efficiently and vigorously managed rail system cannot be expected to operate profitably and finance itself without further burden on the taxpayers."

Signal Design Engineer

The Chicago Transit Authority is moving ahead to meet the increasing demand for expansion of public transportation.

There is currently an opening in the Signal Design group of the Engineering Department for an electrical engineer with a minimum of one year experience in railroad signal circuit design. Practical experience will be considered in lieu of an engineering degree.

Salary Open. Wide range of benefits include: career position; free hospitalization; free life insurance; tuition reimbursement; group dental plan; pension and vacation.

Interested parties should submit resumes with salary and history to: Chicago Transit Authority, Post Office Box 3555, Chicago, IL 60654.

An Equal Opportunity Employer. Not an Employment Agency.

THE RAIL FREIGHT AUTOMATION EQUIPMENT MARKET

By 1985 the railroads which provide premium and regular train service will have spent $830 million for rail freight automation equipment and another $150 million for COFC-only chassis cars. Annual sales — $8 million in 1975 — will accelerate toward the end of the decade and hit $97 million in 1981 and top $250 million by 1985.

Frost & Sullivan has completed a 218-page report analyzing and forecasting the market to 1985 for: onboard monitoring and obstacle detection equipment to be used on premium trains; automatic retarder systems, radio-controlled engines and automatic couplers for regular train service; dynamic inspection systems, hot box detectors and ACI scanners for fixed facilities; and special COFC-only chassis. Markets for other items, including premium grade trucks, integral COFC trains, field container transfer facilities and truck-rail ACI-based communications, are also considered. Carload projections to 1985, by commodity handled (including those for premium trains), are used as a base for the forecasts. Growth catalysts are discussed, by commodity. Railroad safety requirements are reviewed; the rate at which new trains will be purchased and freight yards will be upgraded with modern technology is determined; and an outlook for rail containerization is furnished.

Price $445. Send your check or we will bill you. For free descriptive literature plus a detailed table of contents contact:

FROST & SULLIVAN, INC.
106 Fulton Street
New York, New York 10038
(212) 233-1080

Personal Aids and News

From Sec.-Treas. R. T. Bates: COLA raises coming

Railroad retirement annuitants will begin receiving increased benefits effective from June 1 which will first appear in their July 1 checks. The increase is the result of a cost-of-living adjustment also given to social security beneficiaries.

The following questions and answers explain the basis for this increase and how it is being paid.

(1) How is this increase for railroad retirement annuitants calculated?

The Railroad Retirement Act of 1974 restructured annuity formulas into two tiers. The first tier is an amount computed under the social security benefit formula using the employee's combined railroad retirement and social security credits. Therefore, the tier one amount goes up automatically when a cost-of-living increase is triggered for both railroad retirement and social security benefits. The June 1 cost-of-living adjustment provides for an 8% increase in the tier one amounts of railroad retirement annuities.

But, tier two amounts payable to retired employees and spouses are not increased by this cost-of-living increase. Consequently, the increase will not be 8% of their total annuity.

(2) How about annuitants receiving both railroad retirement and social security benefits. Do they receive two increases?

No, since credit for social security covered earnings is given in the tier one amount of railroad retirement annuities, the railroad retirement increase is reduced by the increase in the annuitant's social security benefits. In effect, the 8% is applied to the larger of the two benefits.

(3) When will a cost-of-living increase become effective for the second tier of railroad retirement annuities?

There is a separate schedule of cost-of-living increases in tier two amounts payable to retired employees and their wives. For retired employees and their wives, tier two cost-of-living increases, based on 32½% of increases in the Consumer Price Index, will become effective in June 1977, 1978, 1979 and 1980.

(4) I will be retiring in a few months. Will the current cost-of-living increase raise the amount of the annuity that will be awarded to me when I retire?

Yes. The cost-of-living increase will raise the tier one portion of your annuity by 8%.

Also, for employees vested under law for dual railroad retirement-social security benefits earned prior to 1975, an additional increase becomes payable in the dual benefit windfall component of their annuities. This dual benefit windfall amount compensates vested individuals for the reduction made in their annuities for their social security benefits, under the new railroad retirement laws.

(5) Will widows and other survivor annuitants also receive this increase?

Most survivor annuitants not receiving social security benefits will get a full 8% increase in their annuities, because, under the 1974 Act, survivor annuities are 130% of the amount that would have been payable under the Social Security Act based on the deceased employee's combined earnings under both systems.

The 8% cost-of-living increase is in addition to the raise given to most survivor annuitants earlier this year, when the formula was changed to yield 130%, rather than 110%, of the amount Social Security would pay.

(6) Will widows who receive social security benefits also get the same increase in their railroad annuities?

Such widows will receive an 8% increase in their railroad retirement annuities, but that increase will be reduced by the amount of the increase in their social security benefit. Also, the 8% increase does not apply to any windfall portion of a widow's annuity which is frozen.

(7) When can an annuitant expect to receive this increase?

Most annuitants will receive the increase in the check they receive on July 1; this check represents their annuity payment for the month of June.

Most of the increases for annuitants who also receive social security benefits will be in their Sep-

---

For United States residents only:

Moving? Let us know!

Please send your new address to:
The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

tember 1 checks. Such increases will be paid retroactively to June 1, the effective date of the increase, so no benefits will be lost.

(8) Are railroad retirement supplemental annuities increased?

No. Supplemental annuities are not affected by the cost-of-living increases.

(9) Do railroad retirement annuitants also receive the $50 bonus payment being paid to social security beneficiaries under the Tax Reduction Act of 1975?

Yes, but individual annuitants who also receive social security benefits or who receive two railroad retirement annuities will not get a double $50 bonus payment.

(10) Medicare premiums, which are deducted from railroad retirement and social security checks, have been increased on July 1 of previous years. Will these premium deductions increase this July 1?

No, Medicare premiums will not increase this July 1. For most annuitants the Medicare premium will remain $6.70 a month.

How to buy mobile homes

By Sidney Margolius

"My husband is 64 and retired on disability," Mrs. G. O. writes. "I, too, am 64 and still working. Since we both have had quite a few medical expenses we haven't been able to save much. Because of high rents we have decided to get a place of our own. We have looked at trailers but can't decide on which one to buy."

Mobile homes, of course, cost only about one-third or one-fourth the price of traditional houses, and also cost less to operate. Many retired people and young families especially have turned to them in recent years because of high prices of traditional houses.

Sales slowed down this past year because of a greater abundance of low-cost apartments, the chief competitor of mobile homes, and because of the shortage of space in parks, and high borrowing costs. But the cost of loans for mobile homes has come down a little recently although the rates are higher than for ordinary houses.

We would advise this couple to first see where they can place a mobile home before buying one. The real problem is zoning. Local authorities sometimes think mobile homes reduce property values. "Woodall's Mobile Home Park Directory" offers some help. It's available in libraries and at local mobile courts or parks. It rates parks and describes facilities.

Note also how much rent you may have to pay. Some parks won't even rent space to you if you don't buy your home from them. Also, mobile-home owners are especially vulnerable to rent hikes and other pressures from park operators. You can't get out as easily as you can leave an apartment at the end of a lease.

Also note that mobile homes don't appreciate in value as conventional homes and their plots do. In fact, mobile homes tend to depreciate in value although not as rapidly as do cars.

Many of the complaints about mobile homes have involved quality defects. The Federal Trade Commission recently acted to require some of the larger manufacturers to provide a more effective system of warranty service.

The extent of the warranty and availability of service is one of the most important points to verify before you buy. Note also whether all parts are covered and whether defective parts must be returned to the factory at your expense.

Most new mobile homes follow, or claim to follow, safety and health standards developed by the American National Standards Institute called ANSI Standard A119.1. Look for this seal near the door. But, you should look for even higher quality than this minimum standard, especially in relation to safety factors. Some states do have their own higher standards.

Especially observe these safety and quality factors:

—Comfortable living facilities with adequate storage space.

—Structural strength and rigidity.

—Adequate running gear and hitch for safe transportation of the home.

—Protection against water and wind at all joints, connections, and exterior openings.

—Adequate fire protection.

The last precaution is especially important because of the number and severity of fires associated with mobile homes. The New York

(Please turn to page 18)

HOW TO GET THE LATEST

AAR SIGNAL TRAINING BULLETINS

HOT OFF THE PRESS

Ten bulletins of a continuing series of AAR Signal Training Bulletins are now available! They are the first and second groups of reprints being offered in an effort to disseminate the training material researched and produced by the Education and Training Committee G—AAR. These bulletins are designed to provide the railroad industry with the latest educational information.

INVALUABLE

Use them as supplement to your regular training program. Use them as a current prime information source. They will help signal and communication men save materials, time, and money.

ORDER TODAY

Two sets of the bulletins are now available. Order one set, or both, and continue building your source of valuable information until your collection is complete. The first set includes Bulletins C-1 through C-4 which are the first part of a series covering "Relays". When complete, this series will include a total of 22 bulletins. The second set includes Bulletins B-1 through B-6—the first part of a series covering "Energy Distribution".

Price list for reprints containing:	C-1 through C-4 (8 pages)	B-1 through B-6 (12 pages)
Single reprints	.50¢ per reprint	60¢ per reprint.
5 to 24 reprints	.35¢ per reprint	45¢ per reprint.
25 to 49 reprints	32¢ per reprint	42¢ per reprint.
50 or more reprints	29¢ per reprint	39¢ per reprint.

A quality binder available for $3.00 each.

Send Order & Payment To: **Editor, Railway System Controls, 350 Broadway, New York, N.Y. 10013**

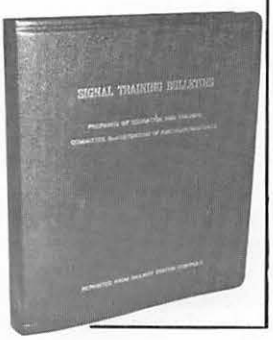
( ) Please send me__ sets of AAR Signal Training Bulletin reprints consisting of bulletins_____ through _____.
And bulletins_____ through _____.
( ) Please send me_____ binders.
Enclosed is _____ in check or M.O.

Name _____

Company _____

Address _____

City _____ State _____ Zip _____



PA&N Cont'd

State Burns Care Institute found that the main causes of fire were:

—Furnaces which weren't cleaned before the heating season; also furnaces that had been modified to use a different type of fuel than that recommended.

—Lack of an outside fuel shut-off valve.

—Metal exterior doors that became distorted under high heat, making them difficult to open.

—Too-small windows, usually jalousies, that didn't permit escape.

—Failure to use prevention measures and devices such as fire extinguishers.

—Lack of even support by the recommended number of jacks, thus impeding doors and window operation.

Preferably, too, all electrical outlets installed in the bathrooms and exterior surfaces should have ground-fault circuit protection.

Metric system explained in new booklet

In convenient pocketbook format (7½" by 4") "The Modernized Metric System . . . Explained," develops understandable connections between the metric system and our present system of measurement.

This new booklet shows how easy the metric system is to understand. Focusing on the metric system's base of 10, it shows the reader how much easier the problems of multiplying and dividing are with the metric system—because, for practical purposes, the problems revolving around the use of fractions are virtually eliminated. The metric system is much easier to comprehend and work with than our current system, and this new publication shows the reader exactly why.

"The Modernized Metric System . . . Explained," is available direct from the publisher at 59¢ each for less than 50 copies, *J. J. Keller & Associates, Inc., 145 West Wisconsin Ave., Neenah, WI 54956.*

News About Members

Retired signal maintainer does missionary work

George Paris, retired signal maintainer, Union Pacific, and a member of Rock Springs Local No. 8, has found a very satisfactory retirement location. He and his wife Lillian are working on their second tour of duty in Burundi, Africa. Brother Paris is an associate missionary for the World Gospel Mission. His training and experience as a signalman comes in very handy. As the photograph above shows he is most useful in doing pole line work in this developing nation in Africa.

"Retirement years need not be dull," reports Brother Paris. In the January issue of "Call to Prayer for Missions," the publication of the World Gospel Mission, Brother Paris tells why he and his wife went to Burundi and what they are doing.

After having worked for 45 years with the Union Pacific Railroad in the Signal Department, I was given an early retirement on disability at sixty-three. My wife Lillian and I felt the call to go to some mission field to do what we could to lighten the tremendous load that missionaries must carry, and Burundi was our first field.

Having some experience in pole line and other electrical work, I started rewiring the systems on all the WGM stations, along with many different articles that needed fixing. There are no repair shops in this remote country.

Brother **George Paris,** retired signal maintainer on the Union Pacific, does pole line work in Burundi, Africa as part of his assignment as an associate missionary for the World Gospel Mission.

We believe it has been the most rewarding work we have ever done. The blessing that we have enjoyed has been much better than any paycheck we have ever received. Of course, paychecks have their value, and we appreciate the pension checks which allow us to be self-supporting.

After having served for two years on the Burundi field, from June 1970 to May 1972, we returned to our home for six months, and then felt the call to go to Bolivia for another six months of enjoyable work. After being back home in Portland, OR, for a short time, we were asked to return to Burundi, and we arrived on May 30, 1974. We are finding the thrill of doing the work the Lord has for us just as satisfying and enriching as before.

NORFOLK & WESTERN: **Raymond R. Conner,** signal maintainer at Bluefield, VA, and a member of Goodwin Local No. 77, has retired.

LOUISVILLE & NASHVILLE: **Leon L. Kirk,** signalman at the Louisville, KY, signal shop, has retired. Brother Kirk is a member of the Signal Fixers Local No. 207.

MILWAUKEE ROAD: **Charles J. Hill,** signal maintainer at Spencer, IA, and a member of Local No. 219, retired January 3.

BURLINGTON NORTHERN: **Encell E. Logue,** signal inspector at McCook, NE, and **R. C. Roe,** signal supervisor at Ottumwa, IA, have retired. Brothers Logue and Roe are members of Aurora-Galesburg

Local No. 103. **C. R. Thennis,** signal maintainer at Chester, MT, and a member of Great Northern Local No. 154, has retired. **Iwan Kowalenko,** signal maintainer at St. Paul, MN, has retired.

CHESSIE SYSTEM: **Alfred E. Russell,** signal maintainer at Coolsville, OH, and a member of Winton Local No. 94, has retired. **James G. Wright,** signal maintainer at Craigsville, PA, and **L. D. Thompson,** assistant signal maintainer at Oak Hill, WV, have retired. Brothers Wright and Thompson are members of Clifton Forge Local No. 89. **O. C. Mundey,** signal helper at Clear Spring, MD, **G. W. Wolfe,** signal maintainer at Point of Rocks, MD, and **V. L. Stigile,** signal maintainer at Chester, PA, have retired. Brothers Mundey, Wolfe and Stigile are members of Monumental City Local No. 31. **H. A. Cyrus,** signalman at Barboursville, WV, and a member of Local No. 128, has retired. **Gilbert Cornwell,** signalman at Buchanan, KY, and a member of Evans Local No. 221, has retired.

SANTA FE: **B. S. Green,** signal supervisor at Amarillo, TX, has retired. **Ralph Prather,** signal maintainer, at La Junta, CO, has been elected Esquire of La Junta Elks Lodge No. 701 for the 1975-76 year. Brother Prather is a member of Rocky Mountain Local 161.

ST. LOUIS-SAN FRANCISCO: **J. H. Basham,** signal maintainer at Olathe, KS, has retired. Brother Basham is a member of Frisco Local 129.

Brother **W. B. Harwell, Jr.,** grand lodge representative, (left) receives his Brotherhood of Railroad Signalmen's 25-year pin from **C. J. Chamberlain,** BofRS president.

SANTA FE: **G. F. Dalrymple,** signalman on the Illinois division and a member of Carrollton Local No. 20, has retired. **I. B. Fletcher,** signal foreman on the Southern division and **V. O. Nix,** signal maintainer at Sanger, TX, have retired. Brothers Fletcher and Nix are members of Santa Fe Local No. 121. **R. A. Moore,** signal foreman at Amarillo, TX, and a member of

(Please turn to page 20)

YOU CAN HELP
the labor press by filling out this
SURVEY

As a Mark of Appreciation

You Will Receive

❊Free ·1840· $1000 Bank Note

Finely printed on 3½" x 7" Antiqued Replica

1. How long have you been a union member? ☐1-5 yrs. ☐5-10 yrs. ☐over 10 yrs.
2. How often do you read your union paper? ☐Every issue ☐Often ☐Seldom.
3. Is your copy read by your spouse? _____ By others in family? _____
4. Your age ☐18-24 ☐25-32 ☐33-50 ☐over 50.
5. Sex ☐Male ☐Female.
6. Marital Status ☐Single ☐Married.
7. What was the last grade of school you completed? _____
8. How many people in your household? _____
9. Which people in your home are employed? ☐Husband ☐Son ☐Daughter ☐Wife
10. What is your occupation? _____
11. What was your family income last year? ☐Between $7500-$10,000 ☐10M-15M ☐15M-20M ☐Over 20M ☐Under $7500
12. Do you own your own home? _____Approx. current value? _____ Rent?_____
13. Did you take a vacation last year? ☐Yes ☐No
    How traveled? ☐Car ☐Air ☐Boat ☐Other
14. What are your feelings about believability of news and advertising in union papers compared to local newspapers? ☐More believable ☐Same ☐Less Believable
15. Do you believe in buying union made-in-America products? ☐Yes ☐No
16. Please state beverage and brand used in the past month.
    ☐Rye Whiskey_____ ☐Canadian_____
    ☐Bourbon_____ ☐Scotch_____
    ☐Vodka_____ ☐Gin_____
    ☐Beer_____ ☐Wine_____
    ☐None_____
17. Please state your favorite beverage and brand. At home_____
    in a tavern_____
18. Do you have life insurance? ☐Group ☐Individual ☐None
19. Do you have health and accident insurance? ☐Group ☐Individual ☐None
20. How many cars do you own? ☐One ☐Two ☐More than two
21. Do you own a ☐Pick-up ☐Station Wagon ☐Van ☐Camper trailer
22. What model year is your car? ☐1975 ☐1974 ☐1973 ☐1972 ☐1971 ☐Before
23. What is the make and model of your car? _____
    2nd vehicle_____
24. Are you a smoker? ☐Cigarettes ☐Cigars ☐Pipe ☐None
25. How much do you smoke? ☐Heavy ☐Average ☐Light
26. What is your favorite brand? _____
27. Within the next year do you plan to buy ☐A new car ☐Used car ☐Pick-up Truck ☐New Home ☐Remodel present home ☐Television set ☐Radio

PLEASE FILL IN THIS FORM AND RETURN TO
LABOR PRESS SURVEY, 15 E. 26th ST., ROOM 1814, NEW YORK, N.Y. 10010

TSJ

NAME _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

❊ To receive your FREE Bank Note, please fill in your name and address.

NAM Cont'd

Rocky Mountain Local No. 161, has retired. **G. K. Jones,** signal inspector at Fresno, CA, and **C. E. Prock,** signal maintainer at Phoenix, AZ, have retired. Brothers Jones and Prock are members of Navajo Local No. 172. **O. P. Smith,** signal maintainer at Barstow, CA, and a member of San Joaquin Valley Local No. 173, has retired.

Retirees have 100 years' service

Rochester Local No. 93 of the Penn Central recently held a retirement party at Matty's restaurant in Clyde, NY. Three retirees at the party had a combined service of 100 years. Honored at the March 8 dinner were: **Peter Pacyliak,** relay inspector, who had completed 33 years service with the present Penn Central and former New York Central-Lines East. Brother Pacyliak is a member of Local 213. **Les Caves,** signal maintainer, had completed 33 years service and **Bruce Norton,** also a signal maintainer, had completed 34 years service with the railroad.

CHESSIE SYSTEM: **Garrett Lee Howard,** signal maintainer at Stevens Yard, KY, retired in January. **Henry Harland Clark,** signal maintainer at Stevens Yard, KY, also retired in January. Brothers Howard and Clark are members of Gateway Local No. 135.

SANTA FE: **A. L. Hill,** signal maintainer at Panhandle, TX, and **J. W. Robinson,** signal maintainer at Pampa, TX, have retired. Brothers Hill and Robinson are members of Rocky Mountain Local No. 161. **A. A. Cleeton,** signal maintainer at Kansas City, KS, has retired. Brother Cleeton is a member of Midwest Local No. 33.

CHESSIE SYSTEM: **C. A. Young,** signal maintainer at Baltimore, MD, retired. Brother Young is a member of Monumental City Local No. 31. **Leonard Thompson,** assistant signal maintainer at Hinton, WV, has retired. Brother Thompson is a member of Clifton Forge Local No. 89. **G. C. Brooks,** signal maintainer at North Vernon, IN, and **E. E. Hartsough,** signal maintainer at Wellston, OH, have retired. Brothers Brooks and Hart-

100 years of signal service is represented in this picture by three Brotherhood of Railroad Signalmen who retired January 6 from the Penn Central (former New York Central-Lines East). Shown at the March 8 retirement party are: (left to right) **Peter and Tillie Pacyliak; Les and Marge Caves; and Bruce Norton.**

Charles Surrusco, signal repairman I, works on a colorlight signal at Journal Square, Jersey City, NJ, on the Port Authority Trans Hudson. Brother Surrusco is a member of Rapid Transit Local No. 60. Shown here is one of the station leaving signals at the new Journal Square Terminal. A complete rehabilitation of PATH signal system is nearly complete.

sough are members of Winton Local No. 94. **William Salmons,** supervisor of signals at Richmond, VA, and a member of Tri-State Local 136, has retired. **D. L. Heimintoller,** assistant signalman at Hot Springs, VA, and a member of Richmond Local 148, has retired.

Cecil Perry, signal maintainer at Louisa, KY, retired last year. Brother Perry is a member of Evans Local No. 221. **Maxfield B. Chandler,** signal maintainer at Baltimore, MD, has retired. Brother Chandler is a member of Monumental City Local No. 31. **Marshall Barber,** signal maintainer at Washington Court House, OH, has retired. Brother Barber is a member of Winton Local No. 94. **Huchie Cyrus,** signalman at Barboursville, WV, retired. Brother Cyrus is a member of Local No. 128.

B. E. Britcher, Penn Central general chairman (standing) listens to question concerning impact of Conrail at recent regional meeting in Albany, NY of PC members in the area. Seated at his left is **C. K. Kiernan,** assistant general chairman, PC.

PC holds two regional meetings re: Conrail

At Buffalo and Albany, NY, regional meetings were held by Penn Central general system committee officers and members to explain and discuss the effect of Conrail and its implementation in 1976. Concern over the impact of Conrail on the members in the areas was the main topic of discussion, but many and varied questions were asked.

"Overall, we were quite pleased with the good attendance—45 at Buffalo and 50 at Albany—the common sense of our people in being able to recognize the drastic change Conrail will bring about, and the expression of the majority in attendance, of the confidence they have in the BofRS to negotiate the best possible agreement," **B. E. Britcher,** PC general chairman, reports. **C. K. Kiernan,** assistant general chairman, PC, and **J. W. Walsh,** BofRS vice-president, along with Brother Britcher, attended both meetings.

Attendance at the Buffalo meeting included **R. J. Szprygada,** local chairman, Buffalo Local 36 and members of the local; **J. C. Bean,** local chairman, Rochester Local 93 and members of the local; members of Olean Local 134 and local chairman **W. T. McEnteer;** members of Construction Local 177 and Local 213. **S. J. Muzi,** general chairman, Erie Lackawanna, **A. V. Azzi,** local chairman, Deposit Local 145 and other EL members attended this Buffalo meeting.

Albany meeting attendance included **F. C. Cadden,** local chairman, and members of Hudson River Local 22; **J. B. O'Toole,** local chairman, and members of Albany Local 80; members and **S. F. Slade,** local chairman of UTK Local 86; **J. W. Ryan,** local chairman, and members of Construction Local 177; **R. S. Phillips,** local chairman, and members of Local 213; and members of New York City Local 76.

BURLINGTON NORTHERN: **Lewis B. Goehring,** signal maintainer at Hudson, CO has retired. Born on December 16, 1907, Lew received his first-hand knowledge of signaling by accompanying his father on his Rockford Motor Car renewing primary batteries and filling signal lamps. Lew hired out to the signal gang in 1927 at Stratton, NE. He joined BofRS Lincoln Local No. 119 in 1928. Union dues were $4.50 a quarter, and his wages were 47¢ an hour. He was promoted to signalman on August 12, 1942. He began his maintenance at Oxford, NE and stayed there 18 years and moved to Hudson, CO where he maintained 11 years until his retirement, reports **Melvin Ivins,** secretary-treasurer of Local No. 119.

Brother Goehring has served as local chairman, chaplain, and as a delegate to the National Convention in Washington, D.C. in 1956.

Lew is a very civic minded person—he has given many hours to working with the Boy Scouts, serving as Scoutmaster, and received many awards, as well as much satisfaction, from working with boys. He is a member of the "Order of the Arrow"; received the "Silver Beaver" award and was the Oxford Junior Chamber of Commerce's "Outstanding Young Man of the Community" in 1963. He was Jamboree Scoutmaster at the National Jamboree in Colorado Springs and the Philmont Scout Ranch in New Mexico. His wife also served as a girl scout leader. Brother Goehring is a member of the Masonic Lodge and Eastern Star.

Harold "Red" Johnson (second from left) and a member of Albany Local 80 receives his BofRS 25-year pin from **R. L. "Bob" Glenning,** former local 80 chairman, as **B. E. Britcher** (right) PC general chairman and **C. K. Kiernan** (left) PC assistant general chairman watch the ceremony at recent Albany, NY regional meeting of PC members.

People

EDISON BATTERY DIVISION—McGRAW-EDISON CO: **Paul F. Wernicki,** project engineer has been appointed service engineer and **Vincent P. Young** former sales/service engineer for ESB, Inc., appointed service engineer. Both men are headquartered at Bloomfield, NJ. **B. D. Brummett,** corporate director of technology McGraw-Edison, Elgin, IL, has been appointed vice president research and engineering with headquarters at Bloomfield.

Gary M. Rayner, battery tester, has been appointed service engineer at Bloomfield, NJ.

SANTA FE: **James E. Harney,** assistant to superintendent signals-system, at Chicago, appointed assistant signal engineer, Topeka, KS, succeeding **Neal W. Thorne,** appointed signal engineer, there. **M. F. Houser,** circuit engineer at Los Angeles has retired. **R. L. Stevens** signal inspector at Ottawa, KS has retired. **Carl H. Lynn** signal maintainer at Winfield, KS, retired recently.

SOUTHERN: **N. C. Pace,** assistant vice president, communications and signals, appointed assistant to vice president, engineering. **James T. Hudson,** general superintendent, communications and signals, appointed assistant vice president, C&S, succeeding N. C. Pace. Both men are headquartered in Atlanta, GA.

SOUTHERN PACIFIC: **G. A. Alumbaugh,** assistant engineer of signals, with headquarters in San Francisco, has retired. **William H. Fisher,** signalman, Sacramento Division, has retired. **A. W. Skelton,** signalman, Tucson Division, has retired.

Deasy
Fed Sign

Mather
PUC OR

Brummett
Edison

Rayner
Edison

GENERAL RAILWAY SIGNAL CO: **Samuel M. Latone,** manager application engineering, appointed sales manager. **Omar D. Stowell,** products manager, appointed manager market administration **Robert K. Wickliffe,** administrative assistant to the vice president marketing, appointed manager products. All men will be headquartered at the company's main office in Rochester, NY.

PUBLIC UTILITY COMMISSION OF OREGON: **Richard Mather,** formerly vice president sales and engineering, National Electric Control Co., appointed signal engineer in the railroad division.

UNITED STATES RAILWAY ASSOCIATION: **Willis E. Bell,** former chief signal engineer, Erie Lackawanna, has been appointed signal engineer with headquarters in Washington, DC.

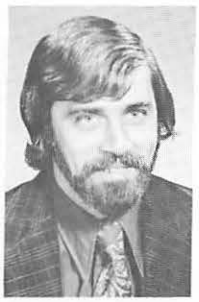
SOUTHERN: **Arlis R. Davis,** appointed supervisor-communications & signals, Rome, GA. **Bill A. Denton,** signal draftsman in Atlanta, appointed supervisor-C&S, Atlanta. **Michael A. Spence,** assistant supervisor-communications, appointed coordinator C&S, Atlanta.

PENN CENTRAL: **R. J. Lewis,** appointed assistant superintendent-labor relations. **R. O'Neill,** appointed assistant superintendent-labor

Latone
GRS

Stowell
GRS

Wernicki
Edison



Young
Edison

relations at New York. **K. F. Schwab** and **J. W. Shuron,** appointed managers-labor relations. **G. R. Welsh,** appointed superintendent-labor relations. **L. N. Wiles,** appointed supervisor-labor relations. **S. J. Wilson** appointed director-labor relations. **J. W. Drumm,** appointed general inspector-communications & signals, Indianapolis. **H. R. Hibschman,** appointed field engineer-c&s.

ELGIN, JOLIET & EASTERN: **Arthur O. Edson,** maintenance signal design testing supervisor at Joliet has retired. **John W. Gohmann** appointed supervisor of labor relations at Chicago.

OKONITE COMPANY: **Thomas P. Marple,** assistant to vice-president railroads and rapid transit system sales appointed sales engineer-railroads and rapid transit systems.

FEDERAL SIGN & SIGNAL CORP.: **Raymond E. Deasy,** director of corporate development, has been elected a vice-president.

SAFETRAN SYSTEMS CORPORATION: **Paul L. Wheeler,** divisional vice president and general manager, Minneapolis Division, elected a corporate vice president.

BURLINGTON NORTHERN: **L. L. LaFountaine,** appointed director labor relations at St. Paul. **R. G. Andrus, W. A. Bell, J. M. McFar-**

Wickliffe
GRS

Wheeler
Safetran

lane, J. R. Treston, and B. W. Potter, appointed managers labor relations at St. Paul.

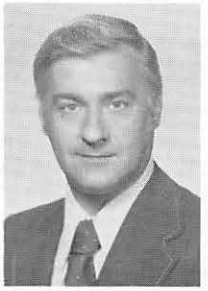
ELGIN, JOLIET & EASTERN: **Gene K. Adams,** former central region sales manager, Safetran Systems Corp. in Chicago, appointed signal design engineer, with headquarters at Joliet, IL.

UNION SWITCH & SIGNAL DIVISION OF WABCO: **D. D. Huffman,** manager engineering, appointed vice president-engineering. **C. F. Wert,** manager marketing, appointed vice president-marketing. **R. M. Karow,** manager terminal markets appointed marketing manager-railroads. **C. E. Stipancic,** manager train control and signaling markets, appointed marketing manager-transit. **Homer L. Hathaway,** senior assistant consultant-engineering, appointed manager transit market development. **D. A. McConnell,** signal construction supervisor Canadian Pacific has been appointed account representative for Western Canada. He will be located in Vancouver, BC. **C. E. McWilliams,** project manager railroad control, has been appointed proposal engineer, highway crossing safety projects.

PENN CENTRAL: **J. A. Crawford** appointed general inspector communications & signals at Detroit, MI. **E. T. Eveland** appointed engineer C&S at Detroit. **D. M. Geist** appointed field engineer C&S at Pittsburgh, PA. **S. M. George** appointed staff engineer C&S at Detroit. **E. J. Gouin** appointed assistant field engineer C&S at New Haven, CT. **L. M. Haines** appointed engineer C&S at Pittsburgh. **E. E. Harris, Jr.,** appointed engineer C&S at Chicago, IL. **R. F. Jones** appointed assistant field engineer C&S at Indianapolis, IN. **R. H. Koch** appointed general inspector C&S at Chicago. **J. L. Lane** appointed field engineer C&S at New Haven. **R. W. Mathews** appointed engineer C&S at New Haven. **F. M. McNamar** appointed field engineer C&S at Chicago. **W. F. Pegelow** appointed staff engineer C&S at Chicago. **R. E. Rohrbacher** appointed field engineer C&S at Philadelphia. **M. J. Rose** appointed assistant field engineer C&S at Pittsburgh. **D. G. Shields** appointed engineer C&S at Indianapolis. **E. W. Simpson** appointed field engineer C&S at Detroit. **D. C. McNulty** appointed general inspector, C&S, and **V. A. Welsh, Jr.,** appointed field engineer C&S, both at Philadelphia.

Huffman
US&S

Karow
US&S



Stipancic
US&S

Wert
US&S

ILLINOIS CENTRAL GULF: **J. M. Wuerpel,** assistant signal engineer, has retired.

LOUISVILLE & NASHVILLE: **D. L. Jones,** assistant signal supervisor, appointed assistant signal supervisor-electronics. **V. R. Stansberry,** assistant signal supervisor to supervisor-standards and training.

NORFOLK & WESTERN: **M. B. Vaught,** assistant engineer s&c, Roanoke, VA, appointed engineer s&c, same location, succeeding **E. L. Leonard,** retired. **Cletus D. Shoemaker,** supervisor s&c at Rocky River, OH, has retired.

ACI SYSTEMS CORP.: **David Jarrett Collins,** of Computer Identics Corp., has been elected president succeeding **W. H. Thompson,** who resigned to join Norfolk & Western. **Donald H. MacLeod** appointed vice president of marketing.

John W. Miller, vice president sales-freight for Pullman-Standard in Washington, DC, has been named vice president-sales and will be responsible additionally for ACI sales in the Eastern U.S. and liaison with government agencies.

CHESSIE SYSTEM: **Martin E. Kay,** signal supervisor at Newark, OH, appointed s&c supervisor at Ashland, KY. **Howard Alford,** assistant communication engineer, appointed senior engineer s&c design at Huntington, WV. **Edward C. Anderson, Jr.,** assistant communications engineer, appointed s&c engineer. **Luther M. Anderson,** assistant signal engineer-maintenance, appointed engineer maintenance and construction, s&c system. **Howard W. Conzett,** assistant communications engineer, appointed assistant s&c engineer. **Charles W. Bevans,** system s&c inspector, appointed supervisor s&c at Richmond, VA. **George Gillespie,** assistant supervisor of signals at Ashland, KY, has retired.

Steven N. Anderson, signal applications engineer, appointed signal and communications circuit engineer. **Hubert F. Cummings,** senior engineer signal estimates, appointed leading engineer s&c designs. **Benjamin B. Cyrus,** senior circuit engineer-signals, appointed leading engineer s&c estimates. **William D. Kelley,** circuit engineer-signals, appointed s&c engineer. **Jon A. King,** junior circuit engineer-signals, appointed assistant s&c engineer. **David M. Kress,** signal draftsman, appointed s&c applications engineer. All men are headquartered at Huntington, WV.

NORFOLK & WESTERN: **Wilbur W. Bell,** regional engineer, S&C, at Cleveland, OH, has retired. Also retiring are **Eben N. Frantz,** circuit engineer, S&C, at Roanoke, VA and **Joseph V. Henretta,** regional engineed, S&C, at Roanoke, VA.

ROCK ISLAND: **H. L. Bottoms** appointed assistant signal supervisor at Des Moines, IA. **J. Butzow** appointed C&S estimator at Chicago. **L. R. Goentzel** appointed signal supervisor at Silvis, IL. **R. L. Jensen** appointed signal supervisor at Des Moines, IA. **T. F. Maske** appointed signal construction supervisor at Silvis. **L. A. Rutledge** appointed assistant signal supervisor at Liberal, KS. **R. L. Wharry** appointed signal supervisor at Kansas City, MO.

ST. LOUIS-SAN FRANCISCO: **J. V. Cathcart,** C&S supervisor, Springfield, MO, retired.

MILWAUKEE ROAD: **R. W. Ivey,** supervisor S&C at Marion, IA, has retired.

Obituaries

C. W. Underdown, retired signal maintainer for the Penn Central at Philadelphia, died recently. Brother Underdown had completed 40 years of service with the railroad when he retired in 1971. He had served as a chief signalman for Philadelphia Local No. 18.

Laral P. Moore, retired signal maintainer for the Santa Fe, died recently. Brother Moore was a member of Rocky Mountain Local No. 161.

Royal A. Moore, retired signal foreman at Harper, KS, died recently. Brother Moore had completed 46 years service with the Santa Fe when he retired in 1973. He was a member of Rocky Mountain Local No. 161.

R. C. Tatman, retired traveling mechanic for the Chesapeake & Ohio at Richmond, IN, died December 17, 1974. Brother Tatman retired in 1971 after serving 42 years with the railroad. He was a member of Gateway Local No. 135.

Cyrus Hankins, 84, retired president of Wine Railway Appliance Company of Toledo, OH, died recently.

Charles R. Heslep, retired assistant signalman on the Norfolk & Western at Roanoke, VA, and a member of Goodwin Local No. 77, died recently.

Walter H. Roberts, retired signal helper at Winston-Salem, NC, for the Norfolk & Western and a member of Goodwin Local No. 77, died recently.

Dan W. Wallace, signalman on the Norfolk & Western at Roanoke, VA, and a member of Goodwin Local No. 77, died recently.

Charles A. Kwader, signal maintainer on the Norfolk & Western at Pioneer, OH, and a member of Wabash Local No. 55, died recently.

Ross Hughes, retired assistant signalman for the Southern at Ferguson, KY, died recently. Brother Hughes was a member of Miller-Griffith Local No. 49.

Leland R. Lewis, retired signal maintainer for the Southern at Reidsville, NC, died recently. Brother Lewis was a member of Walters Local No. 110.

Walter L. Massey, retired signal maintainer for the Southern at Jessup, GA, died last year. Brother Massey was a member of Miller-Griffith Local No. 49.

Elmer E. Parker, signal maintainer for the Southern at McHenry, MS, died last year. Brother Parker was a member of Miller-Griffith Local No. 49.

John W. Stinnett, signal maintainer for the Southern at Monroe, VA, died last year. Brother Stinnett was a member of Walters Local No. 110.

Harry Lorenzen, 93, retired engineer s&c, Chessie System, died recently at Detroit, MI.

Clarence Hoffman, 85, retired general signal inspector at Detroit for the Chessie System, died recently.

Ray A. Guy, 78, retired c&s maintainer for the Chesapeake & Ohio at Saginaw, MI, died recently. Brother Guy retired in 1963 after completing 41 years of service with the railway. Brother Guy was a member of Valley City Local No. 123.

James J. Hennessy, retired signal maintainer at Selkirk Yard, former NYC near Albany, NY, died in November 1974. Brother Hennessy was a member of Albany Local No. 80. In 1969 upon his retirement he had completed 43 years service with the New York Central. He had been active in BofRS affairs and had held the position of local chairman in Local 80 and also had served as treasurer of the NYC-LE general committee from 1946 to 1951. The officers and members of Local 80 extend their deepest sympathies to Brother Hennessy's family.

Rowland M. Jones, retired signal maintainer with the former New York Central at Rensselaer, NY, died in December 1974. Brother Jones had completed 45 years of service at the time of his retirement in 1969. He had been active in BofRS affairs and had held the position of recording and financial secretary in Albany Local No. 80. The officers and members of Local 80 extend their deepest sympathies to Brother Jones' family.

Clarence J. Reigh, retired signalman, former Pennsylvania Railroad, at Altoona, PA died recently. Upon his retirement in 1956 Brother Reigh had completed over 44 years of service with the railroad. At the time of his retirement he was employed on special duty designing signal equipment for the system chief signal engineer. Brother Reigh was a member of Mountain City Local No. 1 and at one time had served as a trustee.

George J. Allen, retired signal maintainer, Southern Pacific, at O'Brien, CA, died recently. Brother Allen had completed 41 years of service on his retirement in 1967. He was a member of Sacramento Local No. 179.

William A. Greer, retired signal foreman on the Louisville Division of the Louisville & Nashville Railroad, died recently. Brother Greer retired in 1964. He was a member of Local No. 13 and lived in Gallatin, TN.

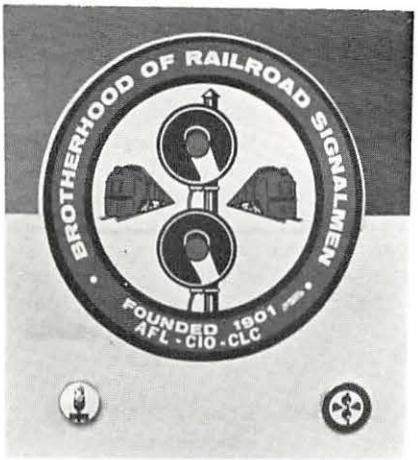
L. H. Oakley, retired leading signalman, Southern Pacific, Texas & Louisiana Lines, died recently in Houston, TX. At the time of his retirement in 1960 Brother Oakley had served 47 years with the railroad and was leading signalman at Lafayette, LA. Brother Oakley was a member of Gulf Coast Local No. 99 and had served as chief signalman and local chairman.

George J. Ressler, retired signal foreman, Gulf, Mobile and Ohio, died November 9, 1974. Brother Ressler was a member of Alton Local No. 85 and had served as recording and financial secretary and local and general chairman.

Carl W. Lemke, retired signal helper, Chesapeake & Ohio Railroad, at North Judson, IN, died recently. Bother Lemke retired in 1973 after completing 24 years with the railroad. He was a member of Gateway Local No. 135.

John C. Martins, leading signalman, Union Pacific, died at his home in Omaha, NE. The officers and members of Rock Springs Local No. 8 extend their deepest sympathies to his family.

Signalman's Store



Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" in diameter. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

At top is decal with **Master National Agreement Book** below. Green 3-ring binder is 7" by 9" and has 2" diameter rings. Below is **cloth emblem** with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

Use this handy order coupon

Please send me the following items as indicated below:

.....Decals @ 15¢ each.

.....Coaster (black and gold) @ 10¢ each.

.....Coaster (red and green) @ 15¢ each.

.....Cloth emblem @ $1.50 each.

.....Colorlight signal lapel pin @ $1.50 each.

.....BofRS red, gold lapel pin @ $2.00 each.

.....Master National Agreement Book @ $7.95 each.

.....Signalman's training books @ $14.00 per 8-volume set.

.....Vol. 1 @ $1.75 each. .....Vol. 5 @ $1.75 each.

.....Vol. 2 @ $1.75 each. .....Vol. 6 @ $1.75 each.

.....Vol. 3 @ $1.75 each. .....Vol. 7 @ $1.75 each.

.....Vol. 4 @ $1.75 each. .....Vol. 8 @ $1.75 each.

Minimum order accepted is $5.00. Please make check or money order payable to **R. T. Bates** and send with this coupon to him at **Brotherhood of Railroad Signalmen, 601 W. Golf Road, Mt. Prospect, IL 60056.** Amount enclosed $.....

Name..... Local No.....

Address .....

City..... State (Province)..... Zip.....

RS&I

Sec. 236.532 Strap iron inductor; use restricted.

No railroad shall use strap iron inductor, short ramp, or other roadway element with characteristics differing from its standard type, on track where speed higher than restricted speed is permitted.

Sec. 236.533 Track magnet; height.

Track magnet located between the rails of a track shall not extend above the plane of the tops of the rails.

Sec. 236.534 Entrance to equipped territory; requirements.

Where trains are not required to stop at the entrance to equipped territory, except when leaving yards and stations and speed until entering equipped territory does not exceed restricted speed, the automatic trainstop, train control, or cab signal device shall be operative at least stopping distance from the entrance to such territory except where the approach thereto is governed by automatic approach signal.

Rules and Instructions; Locomotives

Sec. 236.551 Power supply voltage; requirement.

The voltage of power supply shall be maintained within 10 percent of rated voltage.

Sec. 236.552 Insulation resistance; requirement.

Insulation resistance between wiring and ground shall be not less than the following;

Continuous inductive automatic trainstop, train control, and cab signal systems—250,000 ohms.

Intermittent inductive automatic trainstop systems—20,000 ohms.

Sec. 236.553 Seal, where required.

Seal shall be maintained on any device other than brake-pipe cut-out cock (double-heading cock), by means of which the operation of the pneumatic portion of automatic trainstop or train control apparatus can be cut out.

Sec. 236.554 Rate of pressure reduction; equalizing reservoir or brake pipe.

The equalizing-reservoir pressure or brake-pipe pressure reduction during an automatic brake application shall be at a rate not less than that which results from a manual service application.

Sec. 236.555 Repaired or rewound receiver coil.

Receiver coil which has been repaired or rewound shall have the same operating characteristics which it possessed originally or as currently specified for new equipment.

Sec. 236.556 Adjustment of relay.

Change in adjustment of relay shall be made only in a shop equipped for that purpose except when receiver coils, electro-pneumatic valve, or other essential part of the equipment is replaced. Irregularities in power-supply voltage or other variable factors in the circuit shall not be compensated for by adjustment of the relay.

Sec. 236.557 Receiver, intermittent inductive; location with respect to rail.

Receiver of intermittent inductive automatic trainstop device of the inert roadway element type shall be maintained with bottom of the receiver at a height above the plane of the tops of the rails, and with its outer edge at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier on file with the FRA.

Sec. 236.558 Contact shoe; location with respect to rail.

Contact face of shoe of automatic trainstop and train control device shall be maintained at a height above the plane of the tops of the rails, and with center line of shoe at a horizontal distance from the gage side of the nearest rail, in accordance with specifications of the carrier on file with the FRA.

Sec. 236.559 Receiver, intermittent magnetic; location with respect to rail.

Receiver of intermittent magnetic inductive automatic trainstop device shall be maintained with lower surface of receiver at a height above the plane of the tops of the rails, in accordance with specifications of the carrier on file with the FRA.

Sec. 236.560 Contact element, mechanical trip type; location with respect to rail.

Contact element of automatic trainstop device of the mechanical trip type shall be maintained at a height above the plane of the tops of the rails, and a horizontal distance from the gage side of the rail, in accordance with specifications of the carrier on file with the FRA.

Sec. 236.561 Safety chain or safety hanger.

Safety chain or safety hanger provided for receiver of continuous inductive automatic trainstop, train control or cab signal device shall clear receiver core one inch or more.

Sec. 236.562 Minimum rail current required.

The minimum rail current required to restore the locomotive equipment of continuous inductive automatic train stop or train control device to normal condition or to obtain a proceed indication of automatic cab signal device (pick-up) shall be in accordance with specifications of the carrier on file with the FRA.

Sec. 236.563 Delay time.

Delay time of automatic train stop or train control system shall not exceed 8 seconds and the spacing of signals to meet the requirements of Section 236.24 shall take into consideration the delay time.

Sec. 236.564 Acknowledging time.

Acknowledging time of intermittent automatic trainstop device shall be not more than 30 seconds.

To be continued

A Question for the President and the Congress:

Have You Lost Confidence In America?

We certainly hope not. But their actions cause us to wonder.

The President and the Congress are putting dollars ahead of people. Instead of putting America back to work, they want to hold the line on the budget deficit.

They are ignoring the fact that for every 900,000 unemployed workers put back to work, the federal treasury gains about $16 billion in revenue.

They are forgetting that America has gone into debt before—an even higher debt—to keep this country strong.

America's economic problem today is not budget deficits. It is jobs.

★ More than nine million Americans are unemployed—a million of them so discouraged they have even stopped looking for work.

★ Nearly four million more are forced to work part-time because there aren't enough full-time jobs.

★ 25 million Americans will be unemployed at some time this year.

Instead of action to put these Americans back to work, the President and a majority of the Congress say: Creating jobs is secondary to holding down the budget deficit.

The President says $60 billion, and no more. The Senate says $67 billion, and no more. The House says $70 billion, and no more.

That means: No more for jobs.

Jobs will have to wait, they say. Three years, maybe four. Because the President and a majority of the Congress think the dollar deficit is more important than people.

The immediate problem is not the deficit. It is jobs.

* * *

What is the deficit? Simply, it is borrowed money.

Borrowing money is part of the American way of life.

When families need a new car or money for college tuition, they borrow.

When big corporations need millions to build new plants, they borrow.

When communities need new schools or firehouses, they borrow.

These are investments in the future. Instead of waiting several years to save the money—families, businesses and communities borrow the money now. They buy the car, build the plant, educate the children. In other words, while the debt is being paid off, the money they borrowed is put to good use.

We think the government should do the same thing. Its investment should be in the people of the United States.

That means: Invest in jobs now to build America for the future.

You see, there's more to be considered than dollars. There is a deficit in human lives . . . lives wasted by unemployment.

Holding the deficit to $60 billion or $70 billion would mean a human deficit of seven million workers unemployed for four more years.

The choice is dollars or people. We choose people.

It makes sense to make people America's first priority. Put them back to work, so they can take care of their families and pay taxes.

American workers want to work. They don't want a dole.

There is only one solution to unemployment, and that is jobs.

When today's unemployed get jobs, they will pay taxes and the budget deficit will come down. It is as simple as that.

* * *

How much deficit is too much?

In 1947, right after World War II, the publicly-held federal debt was 103 percent of this country's Gross National Product—the total value of the goods and services produced in one year.

Today, that debt is less than 26 percent of our Gross National Product. This means America is worth four times more than it owes.

It also means that America can afford to borrow even more today to put her people back to work.

America borrowed during World War II because we were fighting to preserve our way of life.

America is in another war today. This time, we are also fighting for our way of life—for the economic survival of millions of Americans.

In this war, President Ford and a majority of the Congress are fighting the wrong battle. They are fighting to hold down the dollar deficit.

They should be fighting to put America back to work. They should be fighting the human deficit of unemployment.

Instead of being idle, unemployed workers could be building homes, libraries, highways, recreation facilities, mass transit systems, sewage treatment plants and repairing the railroads.

All across America, cities need teachers, fire fighters, police officers, sanitation workers, librarians. But they are having to lay off these workers because the cities don't have money to pay them.

Workers want productive jobs that add to the value of America.

Put every unemployed worker back to work, and America will have a budget surplus.

Jobs *are* the only solution. The only real solution to unemployment. The only real solution to budget deficits.

But when it came to a vote in the U.S. Senate on April 30, only 29 Senators voted for jobs. 64 voted to keep millions unemployed for four more years.

If you too believe that it is time to put America back to work, write your Senators and Representative. Tell them you have confidence in America.

Tell them jobs are the *only* solution.

AFL-CIO

GEORGE MEANY
PRESIDENT
•
LANE KIRKLAND
SECRETARY-TREASURER
•
815 16TH STREET, N.W.
WASHINGTON, D.C. 20006

On behalf of 14,000,000 members of the AFL-CIO

JOBS-The *Only* Solution

News from Canada

General Committee to meet in July '75

The Canadian General Committee meeting is to be held in Summerside, Prince Edward Island, July 21 to July 25, 1975. Not only will much serious business be conducted at this meeting, but PEI will offer committee members, their families and friends "real down East hospitality coupled with the friendly confines of a delightful small town on Prince Edward Island," reports **J. N. MacTaggart,** local chairman, W. J. Gillis Lodge No. 167.

Committee headquarters will be the Garden of the Gulf Motel.

Canadian railways can meet tomorrow's growth

While there is concern in some quarters that Canada's railroads must have greatly expanded capacity to handle traffic in a short time with possible infusions of government money, Canadian Pacific's chairman and chief executive officer says "the real situation is quite different. The need for more capacity arises gradually, as the economy expands. Few new traffic developments requiring capital expenditures emerge overnight."

Speaking to CP shareholders, Ian D. Sinclair said: "Railway planning takes into account the plans of industry and what industry's requirements are likely to be. On this gradual basis, CP Rail has been able to handle a 45% growth in freight traffic in the past 5 years.

"Canada has a good, efficient railway system—the envy of most countries. This fact is widely recognized by men experienced in transportation, notwithstanding what some politicians have said. The maintenance and expansion of this efficient railway system will not result from political expediency. Its efficiency and ability to serve depends on its economic viability, which can only arise from an adequate payment for services rendered. The railways in Canada are no different from any other business in that their effectiveness will deteriorate if they are prevented by government action from earning a fair return. To earn a fair return it is impossible to exempt large segments of traffic from increased costs or to fail to recognize the full cost of providing service.

"There are two outstanding exemptions from the rule of equitable contribution to a fair return. These are export grain and passenger services. Both operate at significant losses and are a burden. Both threaten the economic viability of Canada's railway system.

"If export grain were carried at rates in line with those of comparable commodities, if the railways were compensated on a fully allocated cost basis for passenger services, and if freight rates were allowed to rise in proportion to the rise in railway costs, including costs of capital, this country need fear no shortage of railway capacity," Sinclair said.

Equipment development gains in Canada

Canadian National's signal department has been active in research and development work on improving existing equipment and in providing new solutions to long-standing problems. For example, "research work being done by CN's signal department concerns switch heaters, computer analysis of hot-box detector readouts, automatic car identification, computer-controlled ctc systems, slide detector fence design and operation, noise abatement at retarders in hump yards, test procedures for electronic equipment, and upgrading of hump yard facilities," reported R. J. Hansen, assistant vice-president CN's Prairie Region.

Speaking at the April Sectional Meeting of the Communication & Signal Section, AAR, Hansen predicted that CN will spend $5 billion between 1975 and 1980 to maintain a viable freight and intermodal service. "The $5 billion will be used to increase the capacity of the fixed plant by double tracking yard extensions, improving existing signal and communication facilities, extension of such systems in appropriate places, and also to augment the fleet of cars and motive power and the maintenance facilities related thereto. Most of the expenditures for the expansion of the fixed plant will occur west of Thunder Bay to the Pacific Coast.

"It has been said that the task facing us in the near future is of the same order or size as the original construction of the CN railway system.

"What does all of this massive expansion mean to our technical experts in the railway industry? Massive amounts of money will be spent, and I emphasize that the expenditures will be managed and controlled to return the greatest benefits in the shortest possible time. Therefore, we will be very selective on what the money is spent, where it will be spent and in what time frame. This task presents our technical experts with an unprecedented opportunity to focus their expertise on some really live problems," Hansen said.

For Canadian residents only:

Moving? Let us know!

Please send your new address to:

J. E. DuBois, Brotherhood of Railroad Signalmen, 1396 St. Catherine St. W., Suite 323, Montreal, Que. H3G 1P9

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **Province** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

Attorneys can help you under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

Aurora, CO 80010
John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 364-9369

Baltimore, MD 21202
Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, NJ 07621
Charles J. Tyne, 104 North Washington Ave.
Tel. (201) 384-9433

Birmingham, AL 35203
Rives, Peterson, Pettus, Conway & Burge, 800 First National-Southern Natural Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

Boston, MA 02108
Francis H. Farrell, Suite 701, Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

Chicago, IL 60602
Henslee, Monek and Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, OH 44114
Gaines & Stern Co. L. P. A.
1700 Investment Plaza,
1801 East 9th St.
Tel. (216) 696-4666

Denver, CO 80202
Alex Stephen Keller,
316 Symes Bldg.
Tel. (303) 255-2603

Denver, CO 80030
Ratner, Mattox, Ratner, Ratner & Barnes, 3090 West 72nd Ave., Westminster
Tel. (303) 427-1414

Houston, TX 77002
Downman, Jones & Schechter
1200 Houston First Savings Bldg.
Tel. (713) 224-3366

Houston, TX 77002
George L. Schmidt, Schmidt, Matthews & Madigan, Houston Bar Center Bldg., 723 Main St., Suite 810
Tel. (713) 233-4466

Indianapolis, IN 46204
Edward J. Erpelding,
111 Monument Circle, Suite 500
Tel. (317) 632-4437

Kansas City, MO 64105
Norman R. Jones, Suite 826, Commerce Tower, 911 Main St.
Tel. (816) 421-5411

Kansas City, KS 66101
Ratner, Mattox, Ratner, Ratner & Barnes, 804 Huron Bldg.
Tel. (913) 321-2619

Los Angeles, CA 90013
Clifton Hildebrand, 304 South Broadway, Suite 424
Tel. (213) 629-2214

Los Angeles, CA 90036
Bodle, Fogel, Julber, Reinhardt and Rothschild, 5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

Miami Beach, FL 33141
Hastings & Goldman
300 71st St., Suite 530
Tel. (305) 861-4971

Minneapolis, MN 55402
Rerat, Crill, Foley & Boursier, 656 IDS Center, 80 South Eighth St.
Tel. (612) 339-9231

New York, NY 10017
Elkind & Lampson, P.C.
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921

Oakland, CA 94612
Frederick L. Nelson; Hildebrand, McLeod & Nelson, Inc.
1212 Broadway
Tel. (415) 451-6732

Pittsburgh, PA 15219
Evans, Ivory & Evans,
711 Frick Bldg.
Tel. (412) 471-3740

Portland, OR 97204
Carlton R. Reiter
Reiter, Wall, Bricker & Zakovics, P.C.
1200 Wilcox Building
Tel. (503) 226-1151

Salt Lake City, UT 84101
Wayne L. Black, Suite 400, Ten West Third South St.
Tel. (801) 328-9741

San Antonio, TX 78205
George L. Schmidt, 1500 NBC Bldg.
Tel. (512) 227-7565

Syracuse, NY 13202
J. Murray Dunn,
707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, AZ 85719
John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, MS 39180
Ramsey, Bodron, Thames & Robinson, Suite 7,
First National Bank Bldg.
Tel. (601) 636-5561

Wichita, KS 67201
Ratner, Mattox, Ratner, Ratner & Barnes, 444 North Market, P.O. Box 306
Tel. (316) 262-6423

Wichita, KS 67202
John C. Frank,
615 Union National Bldg.
Tel. (316) 264-0346

Signalman's Worksheet

A-C track circuits and relays

A balancing impedance, an impedance of special design, is used across the track phase of 2-element track relays on single-rail track circuits on d-c. electrified railroads in order to prevent magnetization of the relay's magnetic circuit if any d.c. should enter the relay's track winding. The connections between the balancing impedance and the relay's track element winding are shown in Figure 125.

Fuses or Fusetrons (time-delay fuses) are used between track and transformer's secondary winding and track relay's track element on single-rail track circuits to protect the apparatus if excessive direct current should continue to flow long enough to harm the windings.

Impedance (reactor) bonds are large reactors connected between the rails at each end of double-rail track circuits on both d-c. electrified and a-c. electrified railroads. Their purpose is to permit flow of the propulsion current from one track circuit to the one adjoining while at the same time retaining the a.c. for the operation of the track relay within the limits of its particular track circuit.

The sizes of these impedance bonds are determined by the amount of propulsion return current their windings must receive continuously, or for certain specified periods, from each rail of the track circuit. The windings of these bonds are made from heavy strap copper. Referring to Figure 124, the propulsion current flows from each rail into the winding and out through the midpoint connection to the midpoint of the adjoining bond and thence out in equal amount to each rail of the adjoining track circuit, continuing in like manner through successive track circuits.

If the propulsion current is the same in each rail, the equal propulsion currents which flow in opposite directions through the two halves of the bond's windings neutralize each other, and no magnetic flux is produced in the magnetic circuit of the bond. If there is a difference between the propulsion currents in the two rails, this unbalanced current in one half of the bond will produce a flux in the magnetic circuit causing some reduction in the impedance of the bond. The decrease will depend on the amount of unbalanced propulsion current.

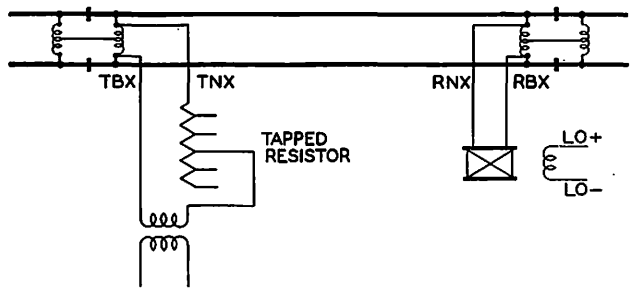


Fig. 124—Track circuit with ac track relay and impedance bonds for dc (or ac) propulsion.

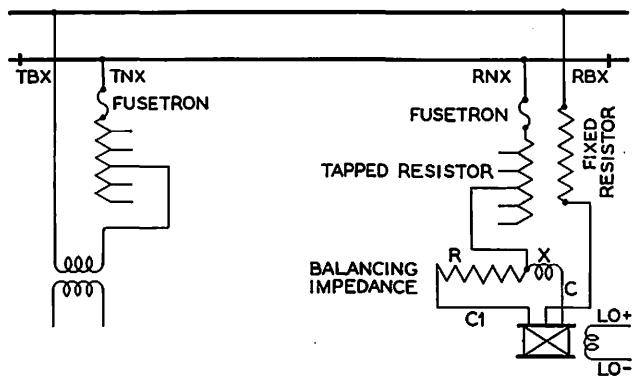
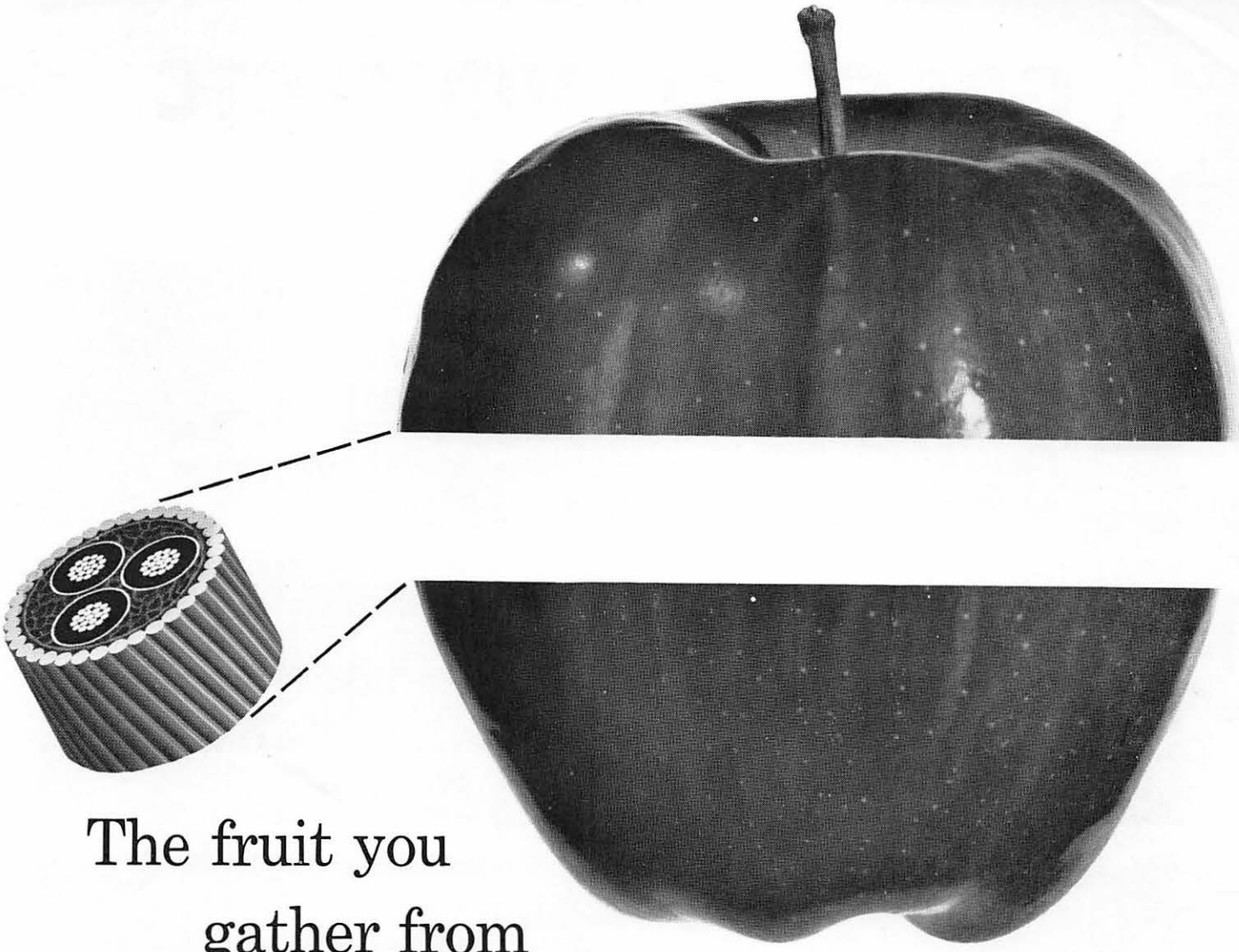


Fig. 125—Single-rail track circuit for dc propulsion.

Since an impedance bond is connected between the rails at each end of the track circuit, a.c. will flow through it from rail to rail. Therefore, this current will be drawn from the track transformer in addition to that required for the track element of the track relay and the current drain through the track ballast. Hence the impedance of the impedance bonds should be made as high as the conditions under which they are used will permit.

Information and drawings furnished by General Railway Signal Co.



The fruit you gather from Kerite's long record of successful performance is the greatest Quality Assurance there is. Total Reliability—

Specify Kerite.

The proof is not just certified on paper, it is backed by 116 years of performance.

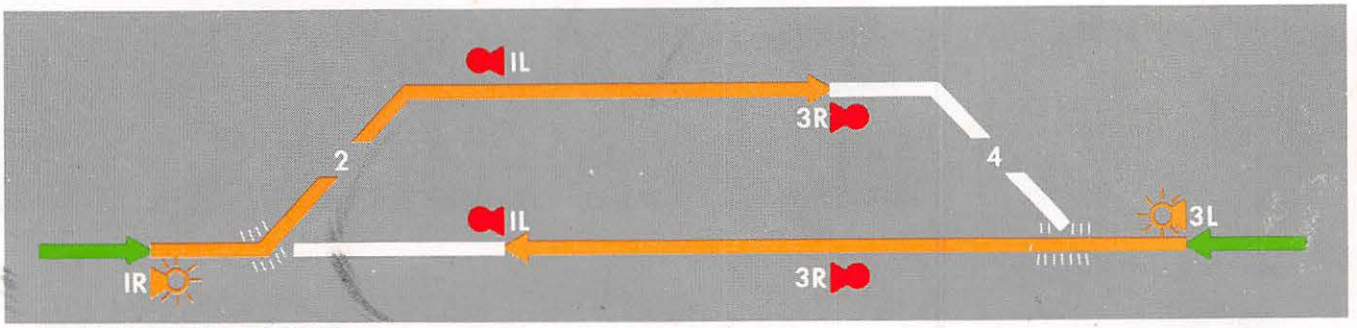
The Kerite Company • Principal Offices: Boston; Chicago; New York; Philadelphia; San Francisco; and Seymour, Connecticut • Sales Representation throughout the United States. A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

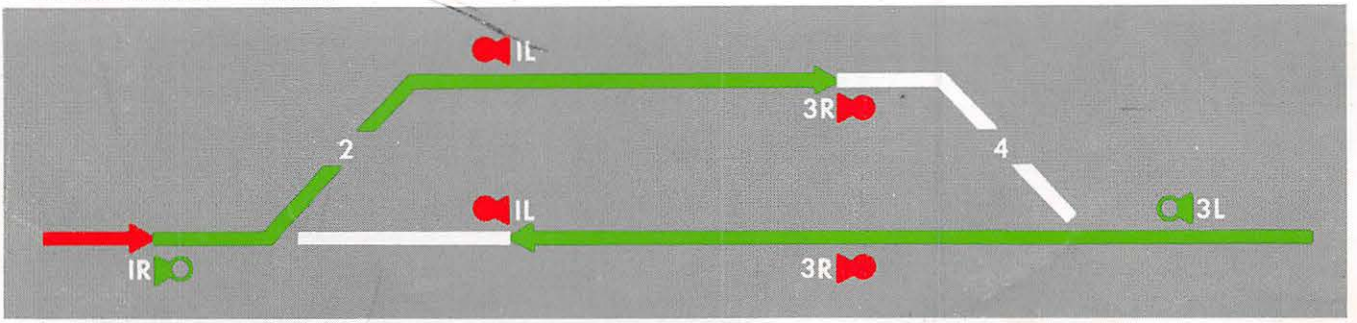
the cable that lasts . . . and lasts . . . and lasts . . .

GRS COLOR VIDEO CTC

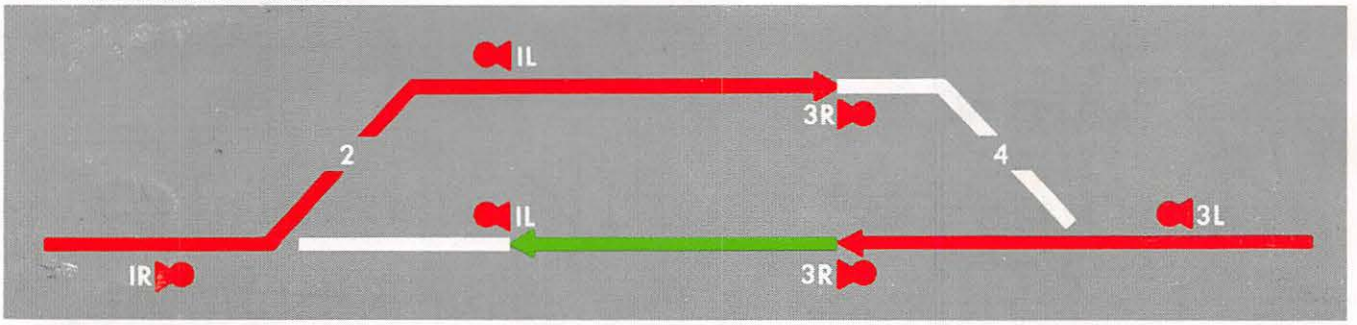
TRAFFIC MASTER® II



ROUTES CALLED – YELLOW



ROUTES CLEARED – GREEN



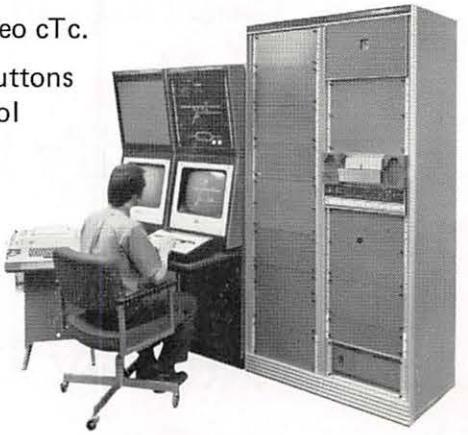
ROUTES OCCUPIED – RED

Distinct, simplified route lineups are easy with GRS color video cTc.

From his compact keyboard, the operator pushes only two buttons to enlarge the display of a selected field location on his control cathode ray tube (CRT).

Pushing the appropriate switch and signal buttons sets up the route call - the rest is automatic, under precise control of a digital minicomputer.

For details, ask for GRS Development D01.0200



Traffic Master II color video control module for efficient, computer control of mainlines and interlockings.

GENERAL RAILWAY SIGNAL
A UNIT OF GENERAL SIGNAL

3621